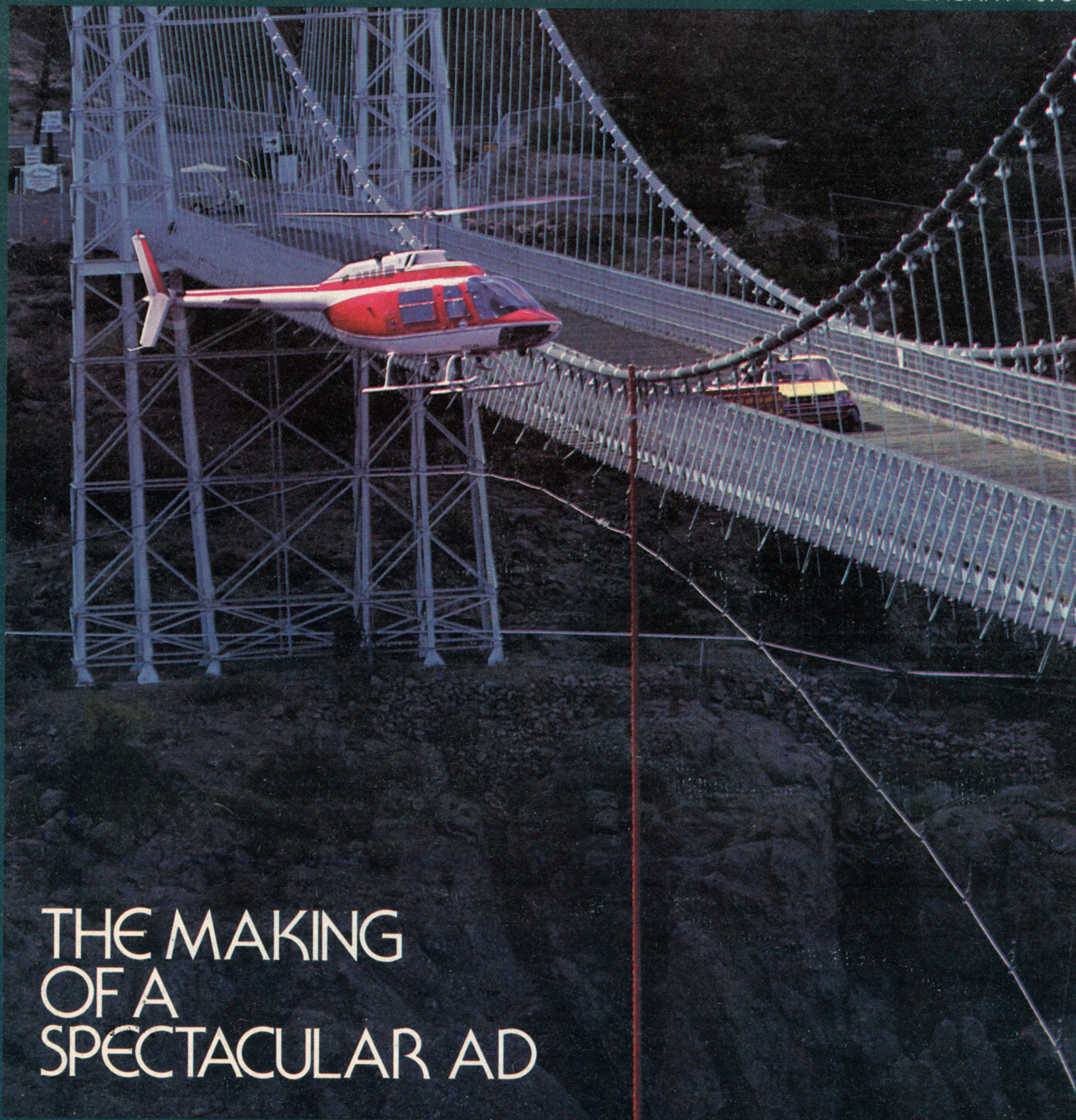


Friends[®]

THE CHEVY OWNERS' MAGAZINE

FEBRUARY 1978



THE MAKING
OF A
SPECTACULAR AD

LAKE OF THE OZARKS FUNLAND/GENTLEMEN, START YOUR SNOWMOBILES

THE NEW-SIZE MALIBU WAGON.

Chevrolet's new friend of the family.



NEW SIZE. Trim exterior dimensions make this tidy new wagon easy to maneuver, easy to park.



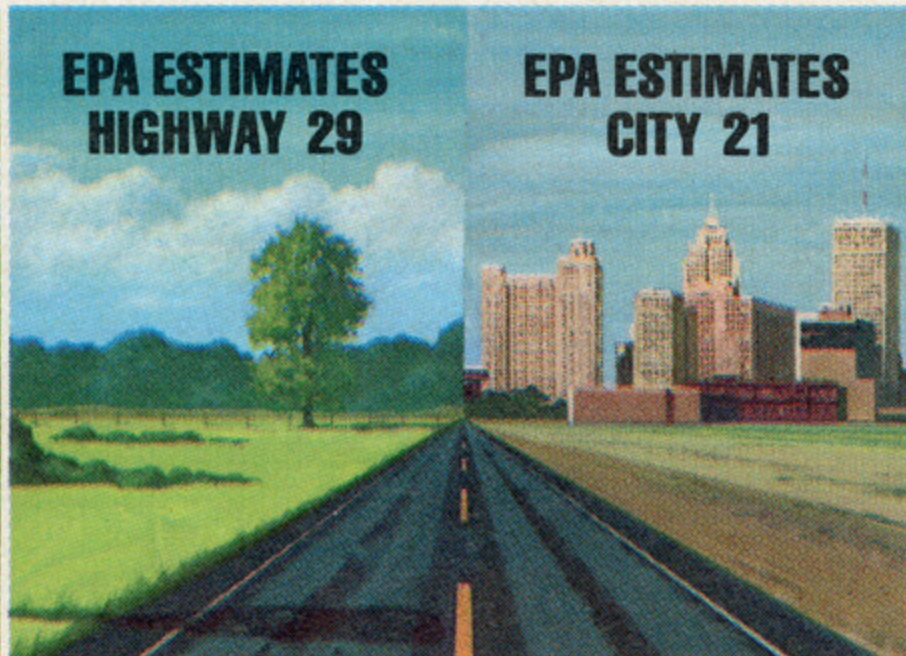
ROOOOMY. Generous interior swallows good-size loads. Rear seat is easy to lower and raise.



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EASY LOADING. Load space is easily accessible even if somebody parks too close.



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ODDS & ENDS. Additional space in cargo area sidewalls for small items. Lockable lid available.



SEE WHAT'S NEW TODAY AT YOUR COMPLETE SHOPPING CENTER FOR WAGONS.



Friends

FEBRUARY 1978/VOL. 35 NO. 2

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Published by Ceco Publishing Company.
Andrew Molnar, Creative Director;
Alexander Suczek, Editorial Director;
R. W. Reising, Business Affairs Director.
Direct correspondence to the Editor,
FRIENDS Magazine, 30400 Van Dyke,
Warren, Michigan 48093.
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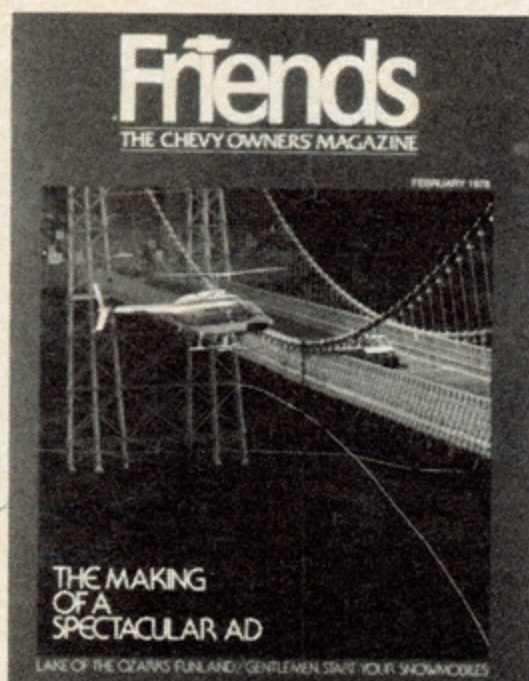
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PHOTOGRAPHS AND ART

4-8, Henry and Vera Bradshaw • 9-11, Bill Hosner • 14-15, David Gooley • 18, Guy Morrison; 19, Michael Going; 20, (top) Michael Going and (below) Guy Morrison • 22-25, Chuck Ternes • 26-28, Robert J. Smith (except top 26-27, Leonard Nadel).

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COVER

A spectacular Chevette ad in the making. The ad is on page 16, the story on page 18. Photo by Michael Going.

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This vast water-and-woods playground was seemingly born to make people happy.

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How to share the road with motorcycles and big trucks. Also, letters, cartoons, dealer salutes, et cetera, in TAILGATE.

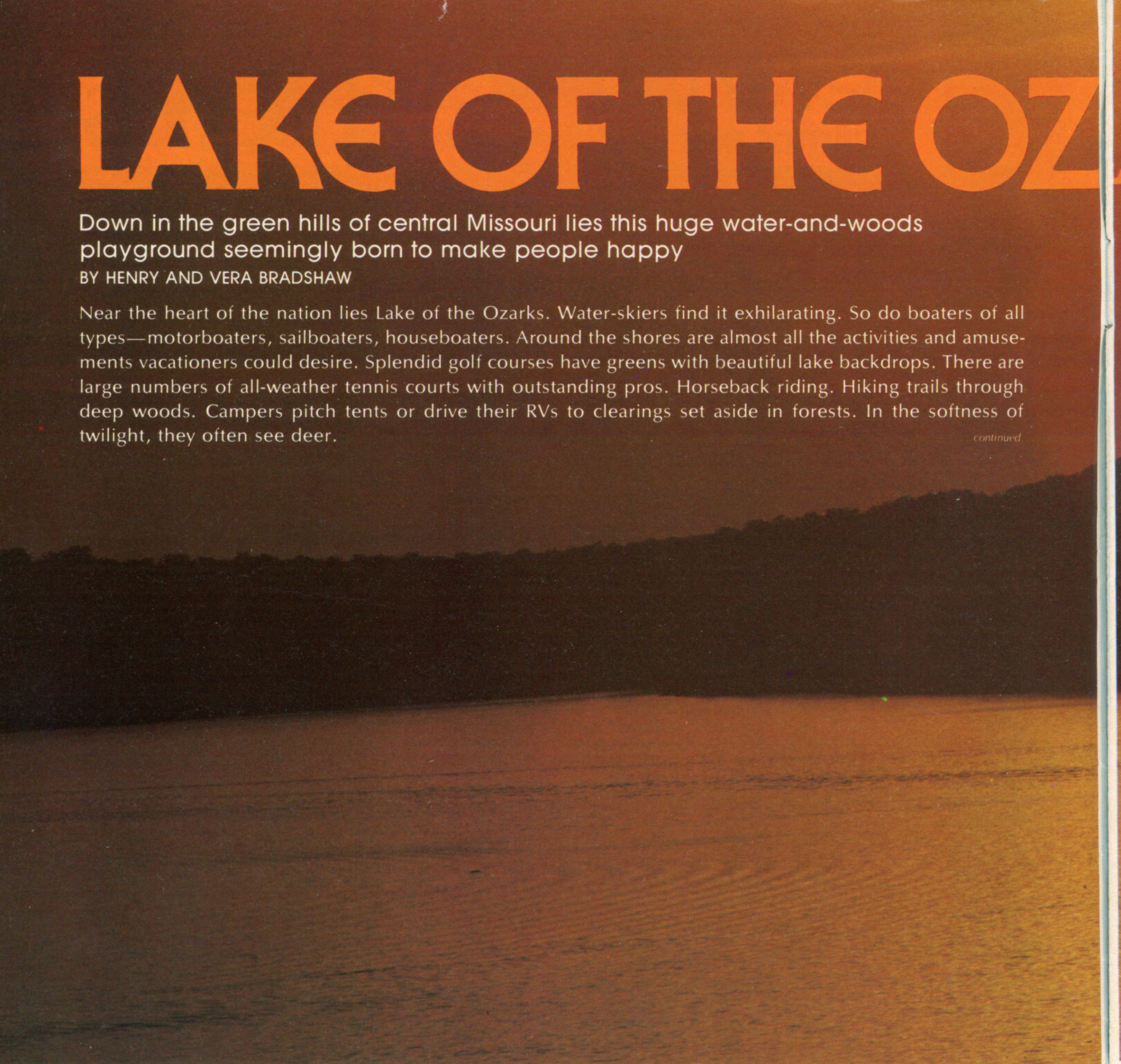
LAKE OF THE OZ

Down in the green hills of central Missouri lies this huge water-and-woods playground seemingly born to make people happy

BY HENRY AND VERA BRADSHAW

Near the heart of the nation lies Lake of the Ozarks. Water-skiers find it exhilarating. So do boaters of all types—motorboaters, sailboaters, houseboaters. Around the shores are almost all the activities and amusements vacationers could desire. Splendid golf courses have greens with beautiful lake backdrops. There are large numbers of all-weather tennis courts with outstanding pros. Horseback riding. Hiking trails through deep woods. Campers pitch tents or drive their RVs to clearings set aside in forests. In the softness of twilight, they often see deer.

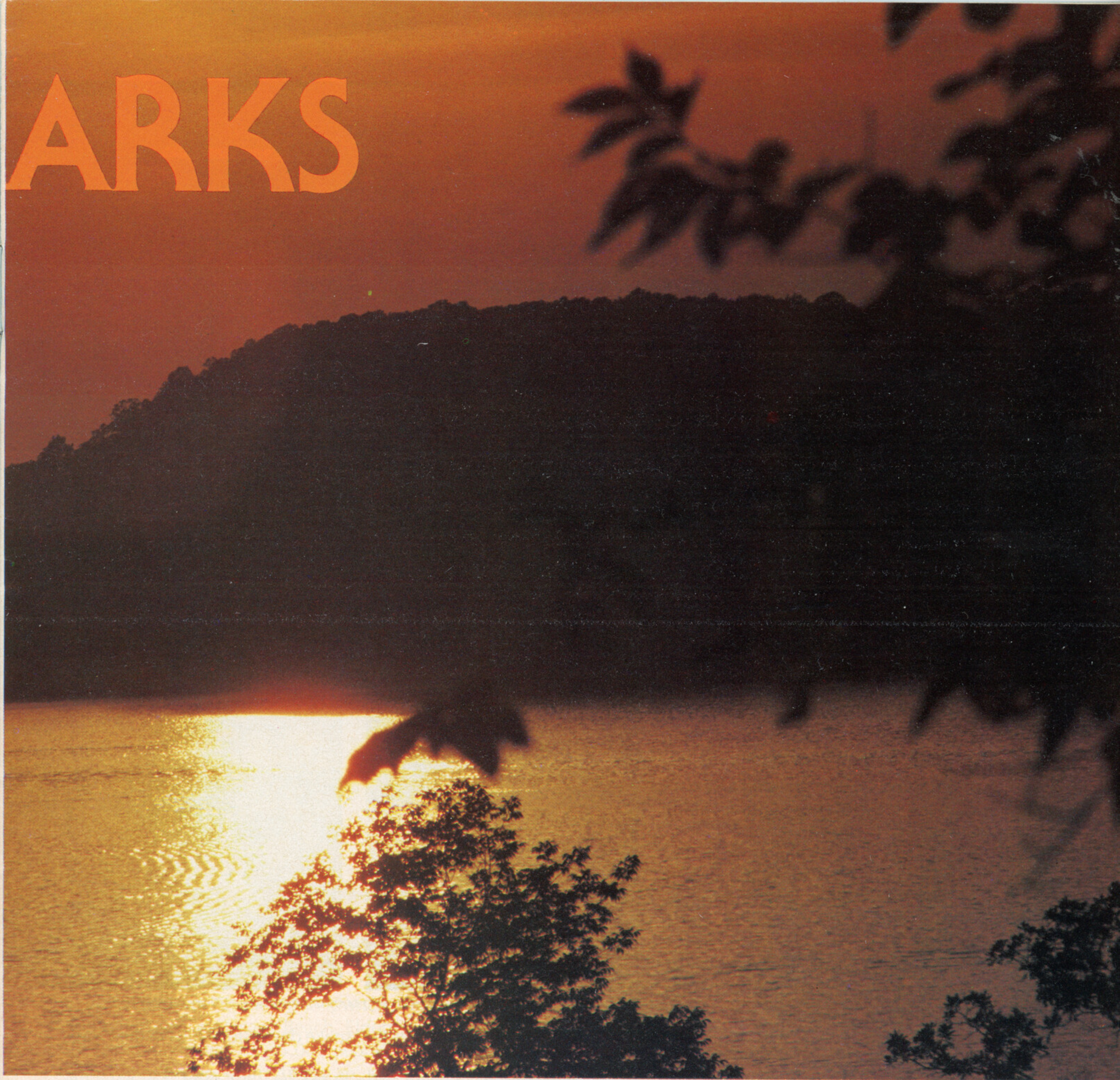
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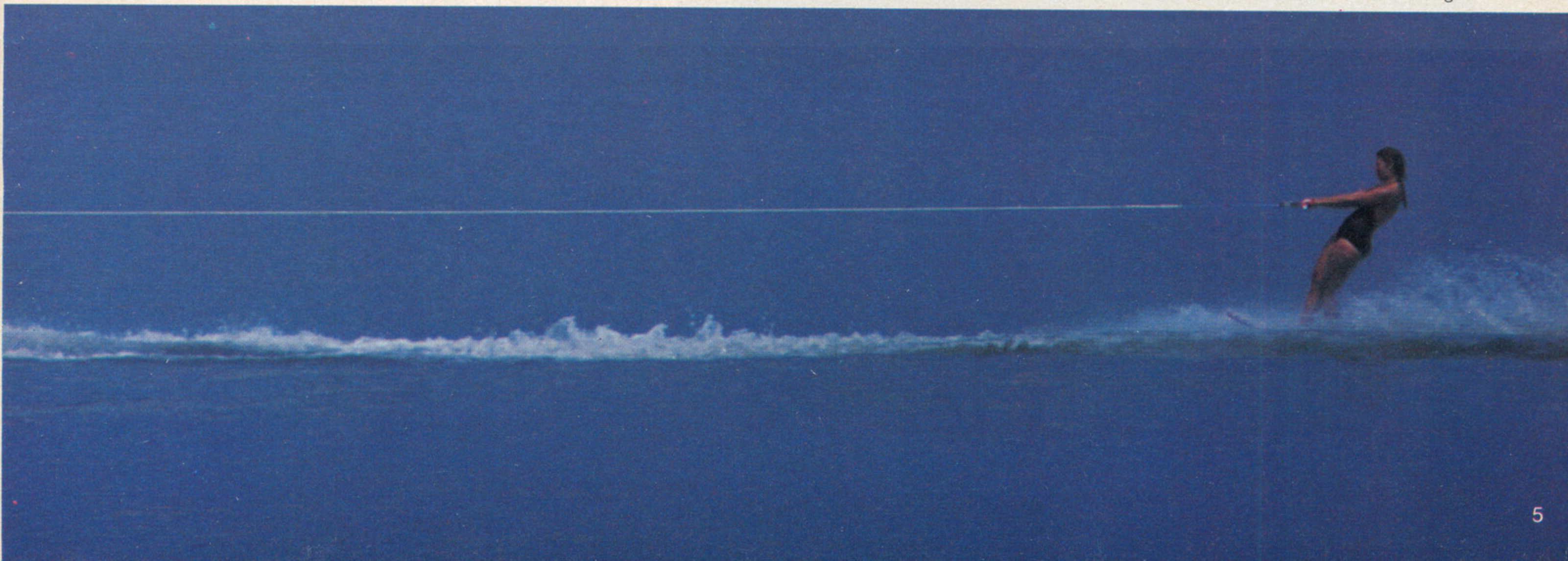
Serenity on the Lake of the Ozarks during a beautiful sunset.

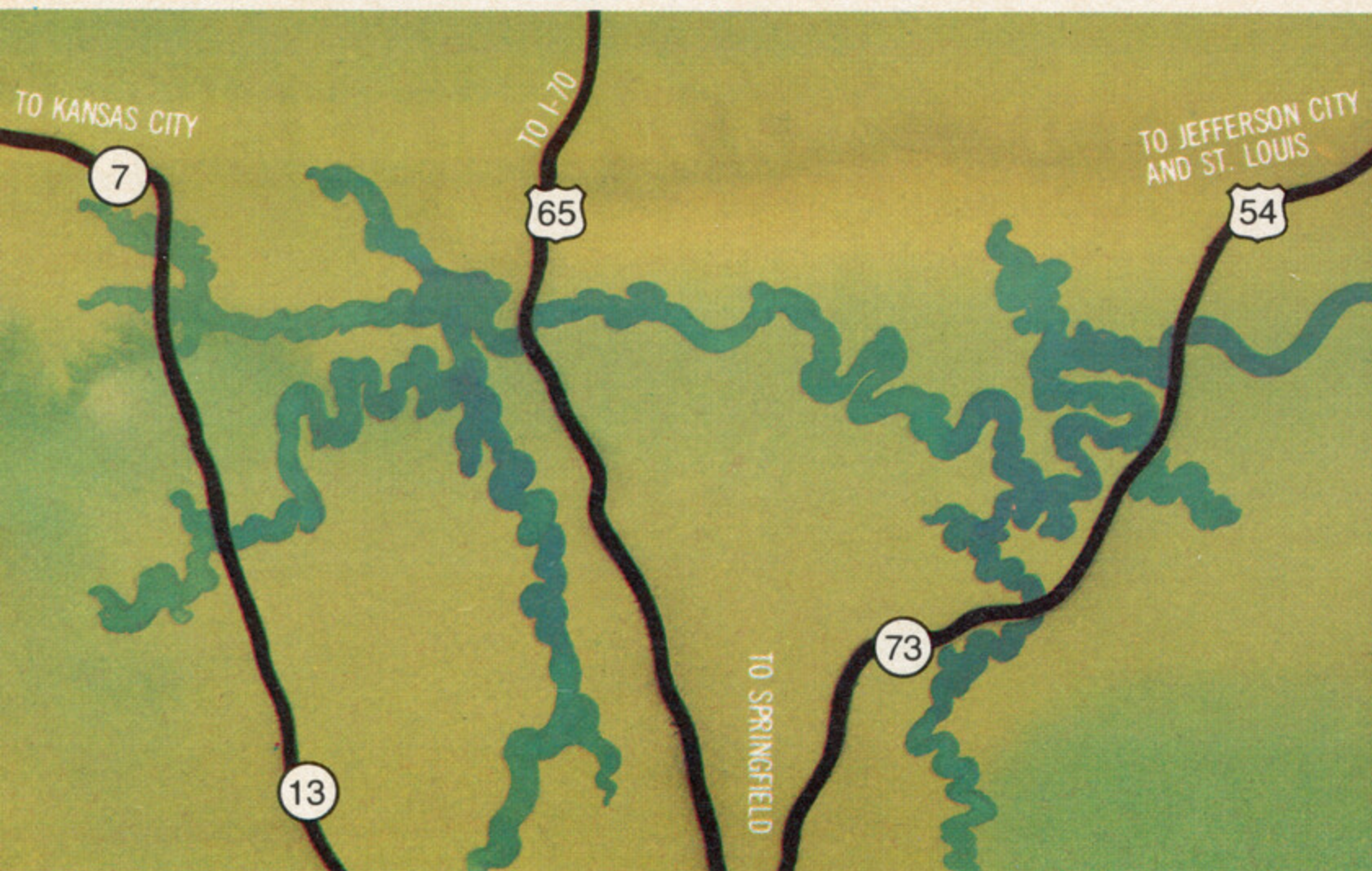


ARKS



The area plays host to a wide variety of activities, like water-skiing.





Accessible from all directions, Lake of the Ozarks attracts many houseboaters.

Lake of the Ozarks sprawls like a Chinese dragon for 129 miles with nearly 1,400 miles of wooded shoreline

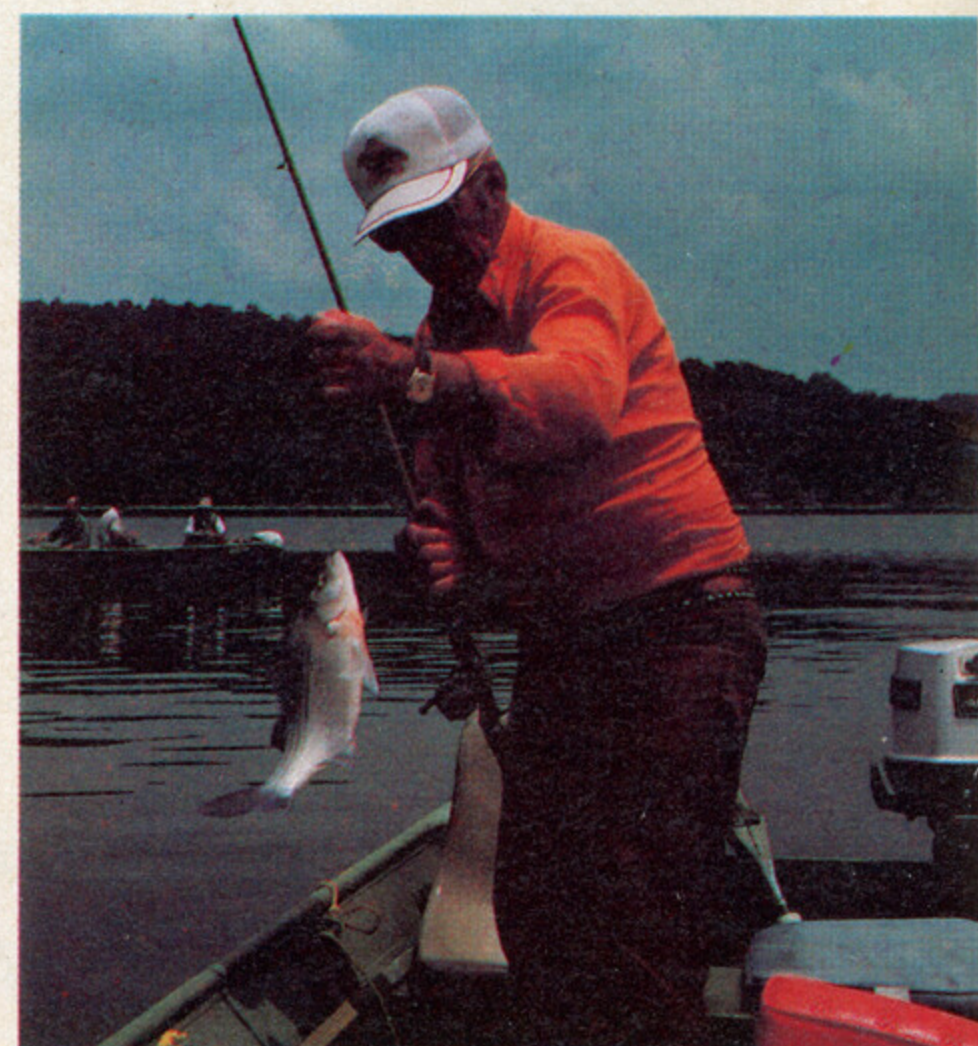
On the lake, the “hottest” crappie beds are marked so fishermen will have no trouble finding them, and folks who have never fished usually can be assured of catches.

If this fishing isn't appealing, there are over 50 covered fishing docks shaded from summer sun, heated in winter. The fantastic run of white bass, in the Niangua arm of the lake in spring, is well known throughout the fishing world.

In the cool of summer evenings come the happy sounds of old-time fiddlers and rhythmic country music. Square dancers bounce and swing. The lake turns golden in the fading light of a midwestern sun as it drops behind an Ozark hill. Camera bugs, who care nothing about water sports, have a heyday.

It's all there, even popular theme parks, like Fort of the Osage and Gold Nugget Junction. In some areas, there's the hubbub of a carnival. Extra special are the water shows in which young water-skiers soar above the lake in ski-kites with brightly colored wings. Later, they thrill audiences with high-jump acts off a ramp, and with neat tricks on the water.

Youngsters laugh excitedly as they zoom down water slides—concrete troughs that snake down steep hills in the Osage Beach and Bagnell Dam areas.



Tourists feed carp in Missouri Aquarium (left) or catch white bass at Niangua arm.



No resort would be complete without golf courses. There are many in the area, including Tan-Tar-A.

Everyone, even to the smallest child, can have fun feeding the Ozarks' “bugle bass” (lowly carp) hanging around almost every dock. At the Missouri Aquarium, carp actually take food from your hand.

Excursion boats and helicopter rides give visitors an intimate look at what this lake is all about.

Caves honeycomb the area. True to its name, Bridal Cave near Camdenton has been the setting for over 720 weddings. In a chapel-like spot, beneath dripping stalactites, couples say their vows and, if you are in the cave, you are invited to the ceremony.

This entire vacation area is a pleasant mixture of man-made and natural, new and ancient. The surrounding country is very old, as proven by the shard arrowheads that still wash up along lake shores and

The lake's wealth of outdoor activities includes sailboating and horseback riding.



by the "thong" trees. The queer trunks of these unusual trees were bent by Indians to point to trails or rendezvous spots.

While many of the quaint Ozark customs as well as the hill people have disappeared, the friendliness and hospitality for which they were known linger on. Little wonder that bumper stickers read: "We love Lake of the Ozarks."



Concrete water slides thrill the adventurous.

The lake itself, dammed in 1931 on the Osage River by Union Electric Company, is one of the largest impoundments in the United States. It sprawls like a Chinese dragon for 129 miles, with innumerable jagged arms that contribute measurably to its nearly 1,400 miles of delightfully wooded shoreline. Over 60 tributary streams, some spring fed, continually flow into the lake to keep its waters clear and fresh and clean.

Surrounding bluffs, part of the rolling hills of the northern range of the Ozark Mountains, enhance the setting for the lake. You can find seclusion and tranquil hideaways just minutes away.

All of this is only 178 miles southwest of metropolitan St. Louis and 160 miles southeast of Kansas City. Eight village getaways open to Lake of the Ozarks, each differing in character and charm.

At Lake Ozark (Bagnell Dam), where much of the hurly-burly is centered, you can take a free guided tour of the dam. Other villages are Osage Beach, Eldon, Versailles, Warsaw, Camdenton, Gravois Mills, and Hurricane Deck.

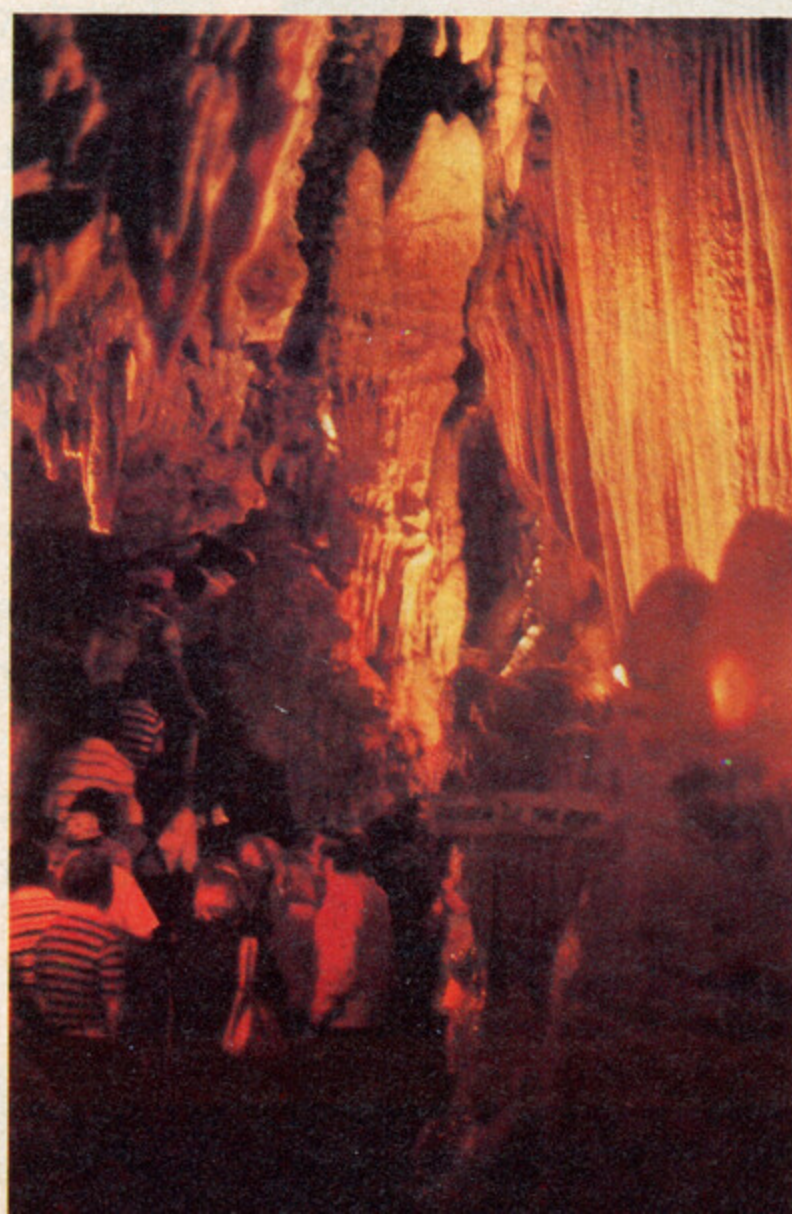
Accommodations for 25,000 people come in all shapes, sizes, and prices. Luxurious Lodge of the Four Seasons and Tan-Tar-A Lodge offer American plans with gourmet dining rooms where white-gloved waiters serve your food. Both have tennis courts and golf courses and excellent programs for children.

Motels, housekeeping resorts, commercial campgrounds, exceptional rental condominiums abound. Most of them have swimming pools and boat docks, some have marinas.

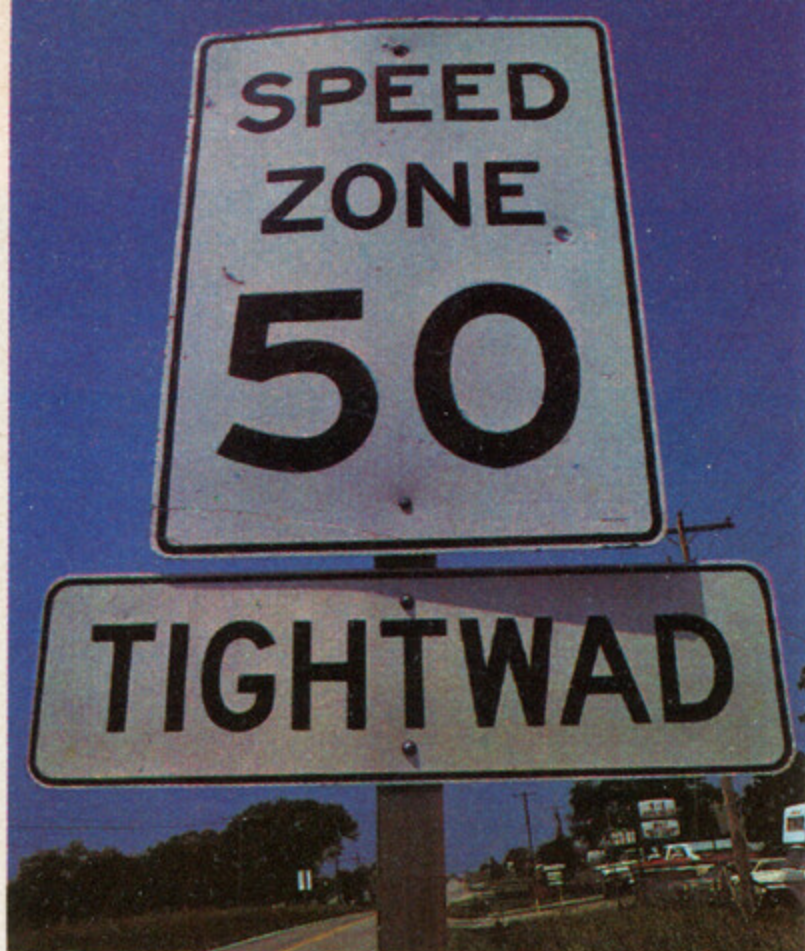
Missouri's largest state park, more than 16,000 shady acres, lies just south of Osage Beach and is a favorite of campers, many of whom bring boats and fishing rods. The boat ramp here is one of the busiest.

Vestiges of days gone by are the rocking

continued



Caves honeycomb the area, like Bridal Cave near Camdenton. Swinging bridge at Warsaw has unique stop-and-go traffic lights.



LAKE OF THE OZARKS—continued

Among the hills edging the lake are little Ozarkian hamlets with curious names like "Here 'Tis," "Tightwad," and "Licksillet"

one-way "swinging bridges"—the "swinger" at Warsaw declared to be the only one in the world with stop-and-go lights. Those near Brumley, south of Osage Beach, clatter and sway when even a bicycle crosses.

A unique type are the funny "upside down" bridges (inverted truss) over sections of Lake of the Ozarks; the one over Grand Glaize arm was once featured by Ripley's "Believe It or Not."

Equally reminiscent of the past is Kelsey's, on Highway 54 near Camdenton, where antique automobiles are all shined and spiffed up, including a 1925 Chevrolet Super Model K Touring Car, a 1909 Maxwell, a 1914 Stutz Bearcat similar to one that raced at Indianapolis, and a snazzy 1933 Auburn V-12 that belonged to Clark Gable.

Tucked away in the mysterious hills edging the lake are little Ozarkian hamlets with curious names for old reasons. "Here 'Tis" struck our fancy, and we set off to find it.

West of Laurie, we took a narrow tree-canopied gravel road, and eventually came upon a neat little house fronted by a sizable spreading oak. On its trunk hung hundreds of cups.

This was not "Here 'Tis," but the friendly owner "lowed that passersby had hung the cups and you can hang one, too. That way, you'll know where it is if you ever need it."

He had vaguely heard of "Here 'Tis," but was sure his bachelor cousin who lived back up the road "a fair piece" could tell us about it. We backtracked and found the cousin. He scratched his head, grinned, and pointed to a deserted bluff.

"Up thar 'Here 'Tis' was," he announced proudly. "A fishing camp. The owner marked it with a sign that said 'Here 'Tis.' But it's been long gone."

"Tightwad," west of Warsaw, was so named because a teasing mailman called the owner of the town store a "tightwad." The name stuck.

"Licksillet" was named, so they say, because a family let its dog lick the skillet; "Racket" because of loud quarrels of a married couple.

Each season at Lake of the Ozarks has its particular enchantment. Of course, when the temperatures skid, the tempo at the lake slows down. Many attractions close for the winter. Still, the visitors come—now to ski on man-made snow, to glide on indoor ice-skating rinks, to relax and have fun at this remarkable playground.

For additional tourist information, contact: Executive Director, Lake of the Ozarks Association, Box 98, Lake Ozark, Missouri 65049. □



Local craftsman Phil Herr carves humorous figures



Dining can be elegant at places like Old Swiss Village's outdoor patio near Osage Beach.

EVERYBODY WINS

College business students and Chevrolet both benefit from a special summer work program

BY COLETTE DYWASUK

As a young man, he worked the summers in an ice-house—eight hours a day, seven days a week—to pay for his college education. Then, in his junior year, he was offered a summer internship in General Motors' New York City office. The internship paid only part of his college expenses. When he graduated, it got him a GM job offer.

In 1938, he joined the corporation as a clerk in the comptroller's office in Detroit, and stayed, moving up a rung at a time. Today Thomas A. Murphy, chairman of

the board, holds the top executive position at General Motors.

This has been the American dream—a chance to get ahead through one's own abilities, ambitions, and being at the right place at the right time. From all indications, today's young college students still believe in it. So does the Chevrolet

continued





Although closely supervised, students took on the full responsibilities of a regular salaried position

Motor Division of General Motors.

It was with the idea of giving young people the same kind of head start on their careers that the Financial Staff of Chevrolet hired 80 accounting, finance, and business administration students last summer.

These young college men and women, from 34 campuses in nine states, were provided the opportunity to earn good money while gaining firsthand on-the-job experience in their chosen field.

BOTH SIDES BENEFIT

"We decided to arrange summer work in conjunction with our recruiting program," said James C. Salrin, Chevrolet finance manager. "This helps us judge the candidate's performance and decide whether the student would make a good permanent employee. It also gives the student time to check out Chevrolet and learn about the many fine opportunities a GM career offers."

Chevrolet Financial Department representatives went out to various campuses across the country to interview students who were interested in the program. Those who applied recognized the potential benefits.

"It was a marvelous opportunity," said Central Michigan University student Karen Mecca. "I could earn much-needed college funds as well as gain valuable practical experience."

"I applied for the program because I was considering a career with Chevrolet," said Karen R. Meredith of Pittsboro, Indiana. "I felt summer employment would help me make a decision. At the same time, it would enable me to demonstrate my abilities and ambition to Chevrolet."

The students were hired on the same basis they would have been had they been seeking permanent employment. The basic qualification was that the student had to be pursuing a career in accounting, finance, or business administration.

As in any job interview, the students that came across the best, and who had good academic backgrounds in terms of their ability to perform, had the best chance of being hired.

At the outset of the program, the students, mostly sophomores and juniors, were brought in for an opening seminar at the GM Training Center in Warren, Michigan. There they were presented with a broad overview of the total Chevrolet organization and its place in the GM corporate structure, as well as an in-depth look at the Financial Department and its various activities.

ASSIGNMENTS ARE CHALLENGING

The students were placed in the financial activities of a Chevrolet plant located in one of four states, or at a Central Office location in the Detroit area. Each was assigned a particular, defined job for the summer.

They worked as accounts payable clerks where they were responsible for the payment of invoices, in some cases involving millions of dollars a day.

They worked in the Cost Department helping to develop the cost of products.

They worked in the Payroll Department where they were responsible for helping to calculate and control payroll checks for hourly workers.

They worked in the Central Office Analytical Department where they participated in various analyses requested by Chevrolet executives.

Charles G. Pegram, Chevrolet Financial Department general administrator, coordinated the program. The summer assignment was a challenging test of each student's abilities, according to Pegram.

"I expected to be doing menial tasks as a summer employee. Instead, I was given responsibility and training in many aspects of the organization," said Karen Mecca.

"Initially I was under the impression that I would be filling in for vacationing personnel," said Karen Meredith. "When I was assigned my own desk and given the responsibility for the assignments of the desk, I was challenged and pleased."

"Many students who successfully complete their assignments will be invited to return for further summer work," Salrin said. "After graduation, we hope to place every student who proves to be the kind of employee we're looking for and who wants to work for us."

Toward the middle of summer, the students were taken on a tour of a Chevrolet plant so they could see for themselves what it is like. After, the manufacturing people put on a presentation telling the students about the facility and explaining its financial organization.

"We wanted to give the students insight into Chevrolet and how a very large industrial organization functions," said Gordon J. McKenna, Chevrolet Financial Staff personnel coordinator. "When the time comes for them to make decisions about their future, they'll have the data to do so."

REAL-WORLD EXPERIENCE

The program offers students an opportunity to find out what the area they plan to enter is really about. McKenna believes study-related on-the-job experience is extremely important.

"Sometimes the world of reality in the work place is a lot different than a student imagines it," he said. "That's

why I think this program is so terrific from a student's standpoint.

"The field may be exactly what the student expected—then again it may not be. But it's much better to recognize the reality of a certain job when you're a junior, than after you've already graduated."

The students agree. "The Chevrolet Summer College Student Program provides excellent exposure to industrial accounting—it emphasizes the requirements, the people involved, and the rewards," said Karen Meredith.

"The program gives the college student a firsthand look at how the real business world differs from the idealistic text ideas," said Eastern Michigan University student James D. Maddux.

In addition, the program helps students direct their careers while still in school. "My work assignment gave me insight into courses that would be more beneficial than others, so I have changed my choices," said Michigan State University student Denise Nault.

"The program has helped me to decide between public and private accounting," added Bowling Green State University student Judy Lesczynski.

If Karen Meredith is asked to return as a permanent employee, she has already made up her mind. "I'm looking for an organization that challenges its people to do their best and to always strive for the next step up. I feel that Chevrolet is such an organization," she said.

LOOKING AHEAD

As things look now, there will be more years when summer jobs and career opportunities add up to Chevrolet.

"You don't run programs like this when the economy is bad," McKenna said. "There have been years when we had zero summer students because of an economic

downturn. We're anticipating that the economy keeps up—that the buying public stays very positive so we can continue the program many summers."

The students would also like to see the program continue. Those still in school hope to be asked to return next summer, and those who will have graduated would like to see fellow students have the opportunity they did.

"I hope the program can continue to offer the type of experience I received to others in the future," said Western Michigan University student Matthew F. Gonzales.

"I already have recommended this program to several other students," added Kevin B. Scott who also attends Western Michigan University.

Perhaps the most significant thing the students have learned through the Summer College Student Program is that GM—Chevrolet—the Financial Staff—each is actually made up of individuals, like themselves, working together to do the best job possible.

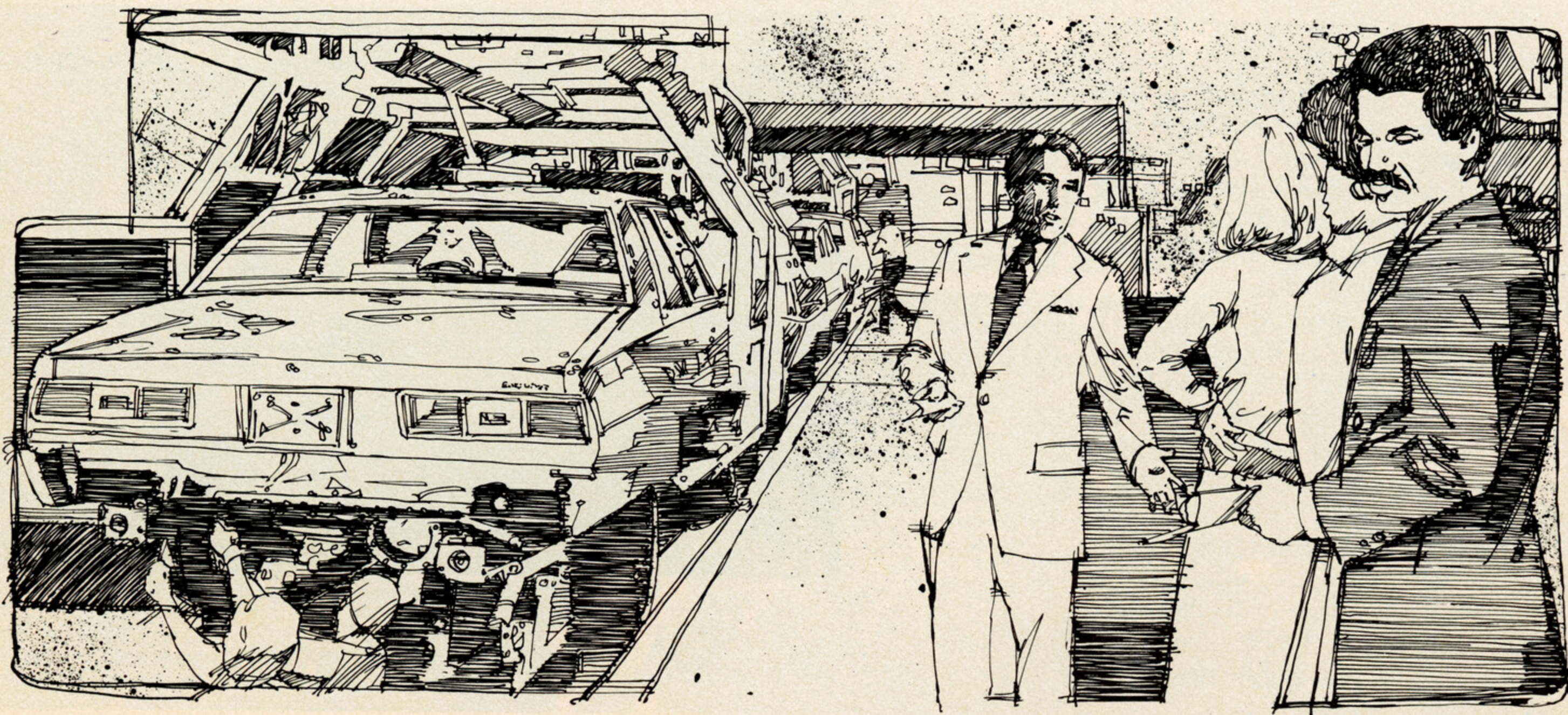
Summing it all up, St. Lawrence University student Sheryl I. Fontaine said: "This close-up look at American business has allowed me to see that each individual's role has its own value in relation to the whole.

"On one hand, this makes the organization work effectively; on the other hand, it offers business the constant challenge of encouraging the individual about his value and performance."

Ultimately, the message the Summer College Student Program conveys to young finance-oriented men and women is: For those who believe in the American dream, there is both room and opportunity at Chevrolet.

Accounting, finance, and business administration students who wish to inquire about the program should write: Chevrolet Financial Department, Personnel Coordinator, 30007 Van Dyke, Warren, Michigan 48090. □

A plant tour helped students understand their positions in the overall Chevrolet structure



NIGHT PORTRAITS

BY CHEVY OWNERS



Breckenridge Hotel fountain at St. Petersburg Beach. By S. E. Oswald, St. Petersburg, Florida.



A lightning bolt adds to Chicago's skyline. By Frank Pravdik of Berwyn, Illinois.

Night used to draw black curtains down around farms, hamlets, and entire cities, causing people to withdraw inside for safety and warmth. No longer. Since Tom Edison's light bulb, cities now come alive at night.

Evenings glow with a man-made warmth that invites people to revel rather than retire.

How much the world's energy problems will curtail night lighting, only the future will tell. But in these photographs, Chevy owners have caught a few of the current moods and variations of nights and bright lights.

Any Chevrolet owner is encouraged to submit photographs taken by himself or a member of his family. FRIENDS will pay \$25 for each photo accepted for publication. See page 3 for complete details. □



Canadian Parliament Building outlined on Victoria Island. By James M. Mitchell of Ceres, California.

L.A.'s Broadway Street is seen on a typically frenetic night. By Roy W. Hankey of Hollywood, California.



HOUSE IN A BOTTLE

Part of this hobbyist's fun is when people wonder, "How did he get it in there?"

TEXT BY VIRGINIA DE MOSS

PHOTOS BY DAVID GOOLEY

Glass bottles have always been a popular material among hobbyists, who have etched, painted, crushed, and cut them into decorative glassware . . . or simply collected them. But a San Pedro, California, art teacher named Ron Roush has discovered yet another use for them.

Ron, who studied architecture in high school and built ships in bottles as a hobby, has successfully combined the two into an engrossing pastime: He builds perfectly detailed miniature houses in everything from throwaway juice jars to expensive hand-blown decorator bottles.

Ron works entirely from fantasy, and though his structures have included two castles, a brownstone, Cape Cod and tract-style homes, and a Victorian mansion that took 19 months of spare-time planning and work to complete, he leans more toward rustic styles such as cottages, cabins, and ghost town structures.

Part of the appeal for Ron of building houses in bottles is the aura of mystery and fantasy surrounding them. It pleases him that people will look at them and wonder, "How did he get it in there?" It's a procedure that he devised largely by trial and error, but one he's glad to share with other hobbyists.

WORK AREA

To accommodate his house-building in an apartment already filled to overflowing with the accoutrements of avid hobbyists—including a kiln in the kitchen—Ron has devised a remarkably compact, convenient, and portable work area.

It's an old steel hospital cart, to which he has attached a wooden top

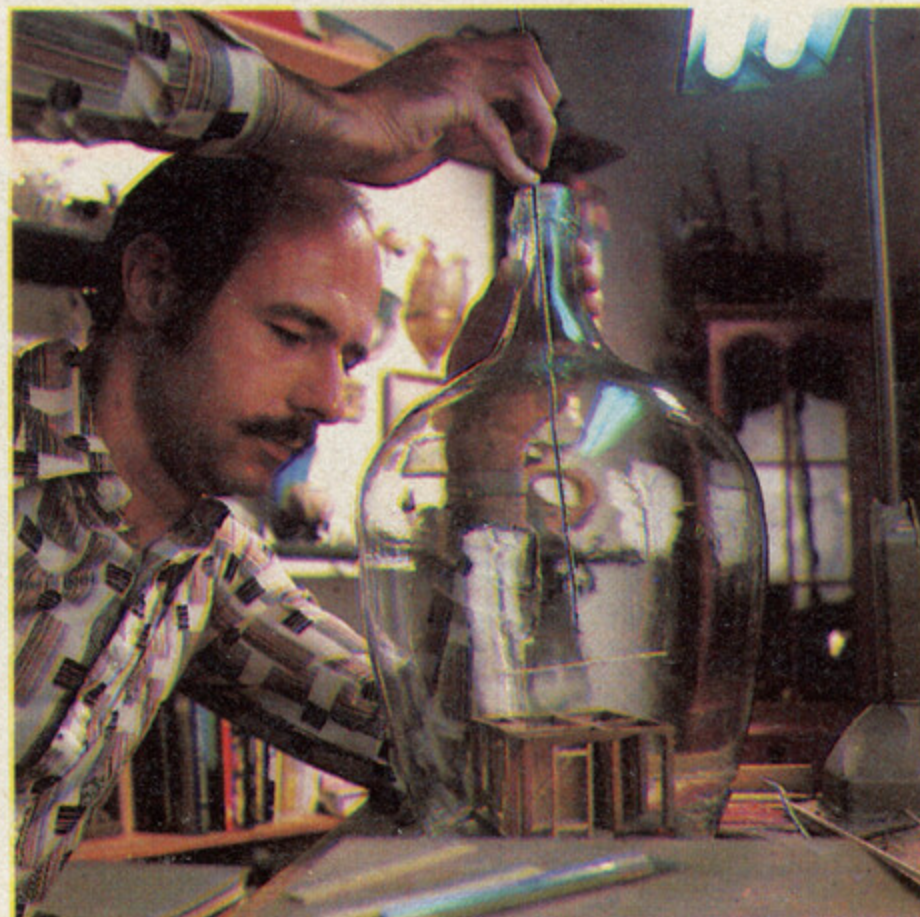


with a raised edge, to keep materials and tools from straying. It holds everything he needs, is just the right height for his favorite chair, is equipped with good lighting, and can be easily rolled away to another room when he and his wife have company.

TOOLS

While Ron once worked with nothing more than a strip of wooden molding with a needle stuck in its end, his

With steady hand and concentration, Ron Roush lowers a piece of house into bottle.



tools have become a bit more sophisticated over the years.

They now consist largely of varying lengths of aluminum clothesline wire that are easily bendable to any shape his work requires. Some are equipped with hat pins for lowering wood into place, while others are bent into hooks for prying and lifting.

Other tools of his trade are X-acto knives, tweezers, small files, a tiny handsaw, clamps, sandpaper, and fine paint brushes.

Ron makes use of a power saw to cut wood down to workable scale, then cuts to exact measurement with his hand tools. For the fancy filigree and gingerbread used on the Victorian mansion and others, what looks like lathe work is actually accomplished with a small grinder, and by whittling small-diameter dowling by hand with an X-acto knife.

MATERIALS

The first priority, of course, is choosing a bottle. While Ron often combs antique shops, junk stores, and swap meets for unusual or interesting containers, most of them come straight from the kitchen cupboard.

A milk or apple-juice bottle would be a good way for a novice to get started. For Ron, the shape of the bottle often determines the kind of house that will go inside.

Necessary woods include hardwoods such as walnut, or fir for paneling, joists, etc. Popsicle sticks are excellent for many applications. An open-grain wood like oak is used for fashioning bricks.

Ron doesn't use balsa wood because he doesn't trust its strength. Each part of the house has to be



This stunning Victorian house has an even more stunning price tag—\$6,000.

strong enough to support anything built on top of it, and the whole thing has to be able to withstand the rigors of building. If he drops a piece, for example, he often has to turn the bottle upside down and shake it loose.

Also needed are modeling clay for the base, rocks and pebbles for landscaping (or to build a genuine rock fireplace), plastic, glass and/or screening for windows. Additional materials are limited only by the artist's imagination. For one of his castles, Ron made use of smooth, packing-Styrofoam carved into boulder shapes and painted.

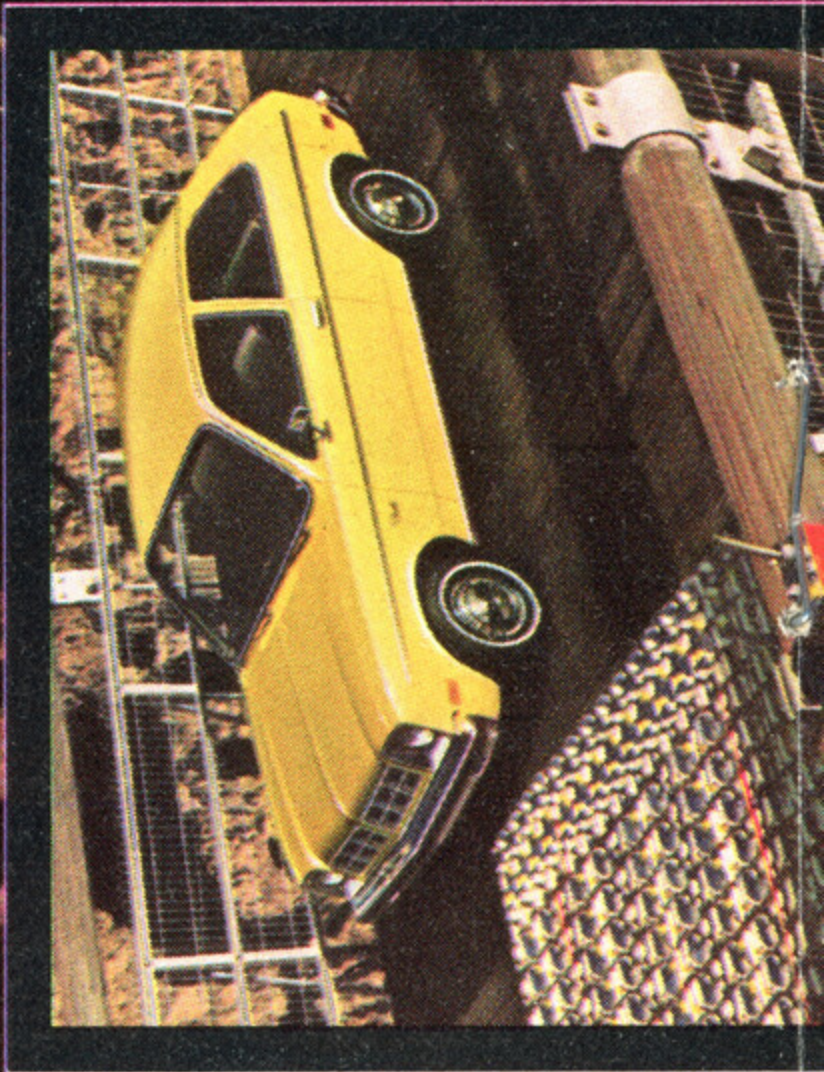
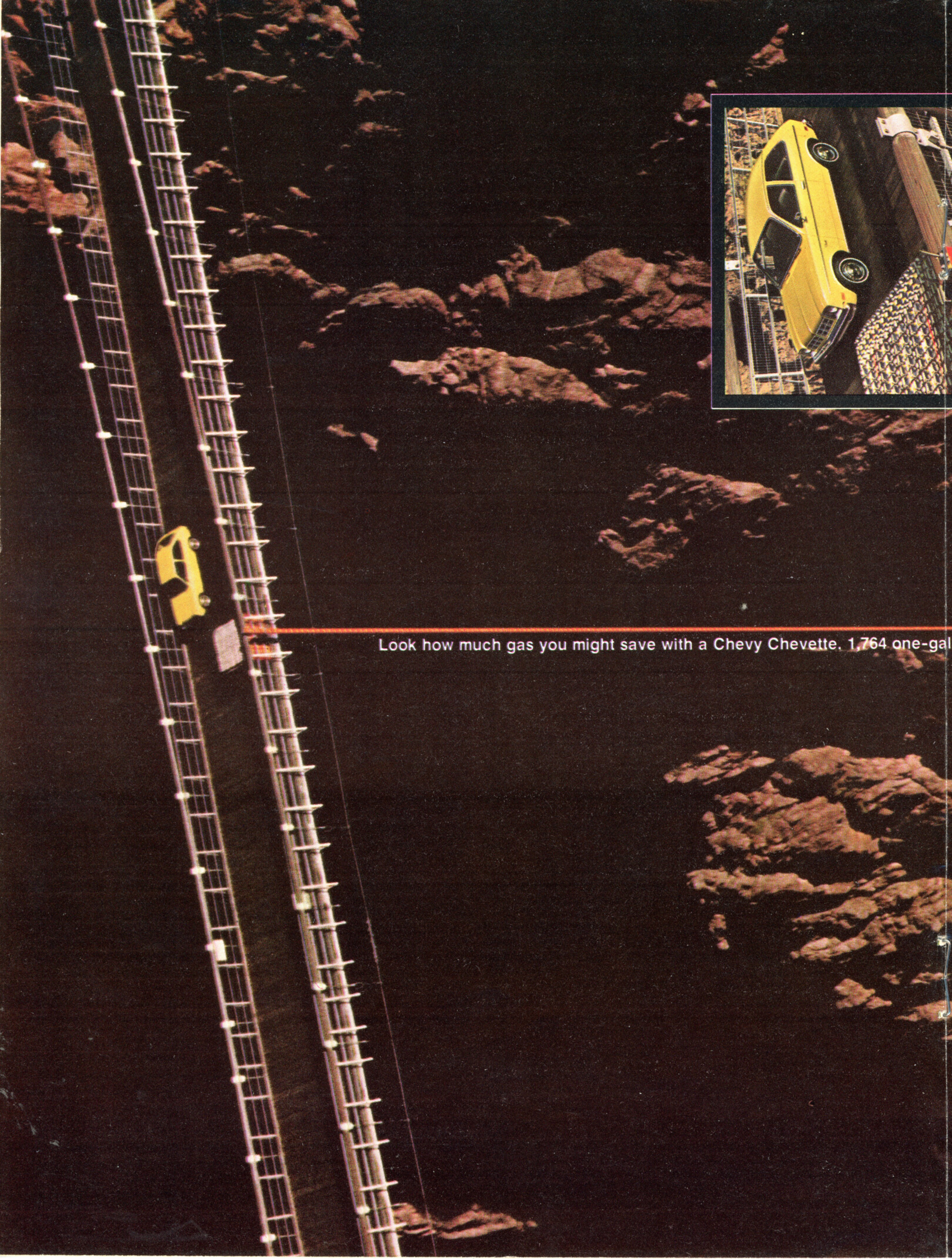
Ron uses epoxy to cement the foundation of a house to the bottle, but because he finds the mixing a hassle, he uses ordinary white glue from there on up. He's found it to be sufficiently strong, and it dries quickly enough to be built on in a matter of minutes. Also needed are wood stains and paints—he often uses tempura rather than oil-based paints because they dry quickly and aren't glossy.

COST

What does one have to spend in order to build one of these structures under glass? Mostly time. According to Ron, who works primarily with found materials, it shouldn't cost you more than a few dollars, unless you buy a special bottle.

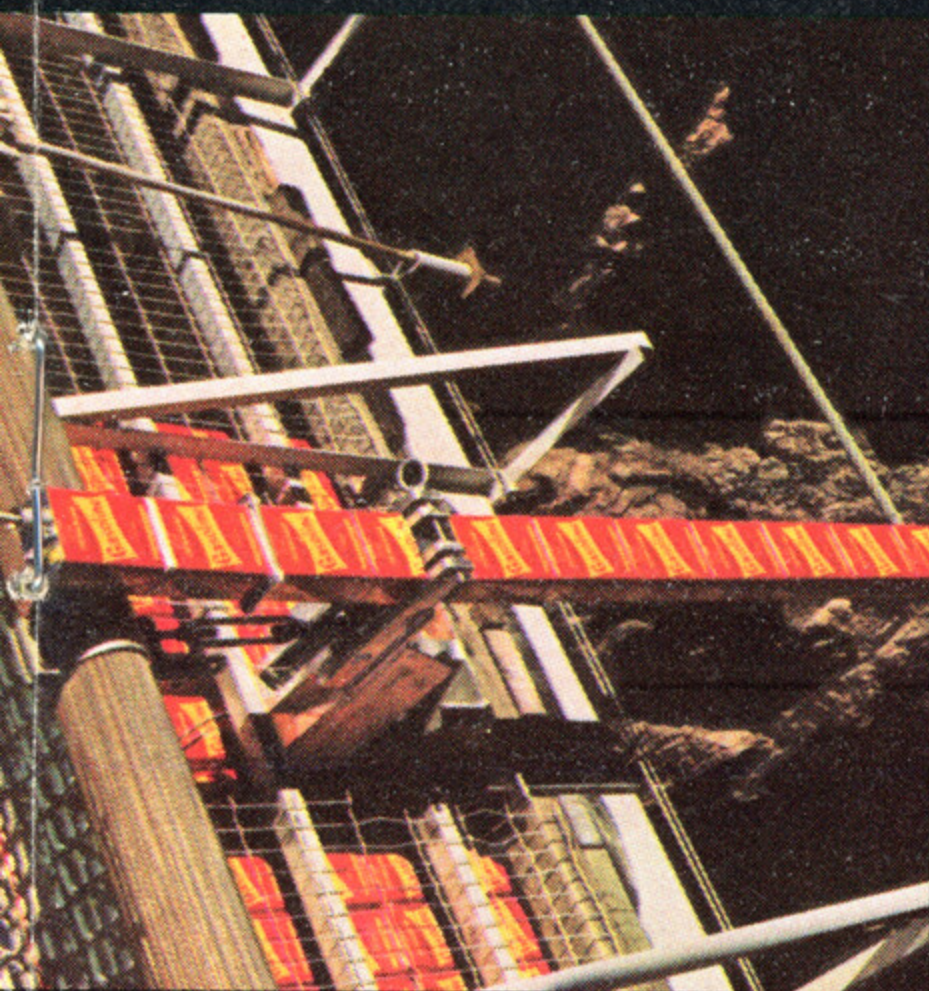
For Ron the return on that minuscule initial investment is sometimes high. His houses have been displayed at Los Angeles' Craft and Folk Art Museum with price tags ranging from \$160 to \$1,200. The Victorian mansion, which he isn't particularly keen on selling, has been prohibitively priced at \$6,000.

continued on page 31



Look how much gas you might save with a Chevy Chevette. 1,764 one-gal

allon gas cans. Enough to reach from the bottom of Royal Gorge, Colorado, to the bridge above. And then some.



Up to 1,764 gallons of gas in five years of normal driving. Imagine saving that much gas. Enough gas to fill 1,764 one-gallon cans. More cans than it takes to reach from the very bottom of the Royal Gorge, Colorado, to the highest suspension bridge in the world.

And here's how to do it. If the car you drive now has an average EPA combined city/highway estimate of 17 miles a gallon, and you switch to a new Chevy Chevette with its EPA combined city/highway estimate of 34 miles a gallon,* in five years of normal driving (12,000 miles per year average) you could save up to 1,764 gallons. But of course that's only an estimate and your gas savings will vary.

Royal Gorge. A demonstration of just one advantage of the new Chevy Chevette. It's a lot of car for the money.

***40 mpg hwy/30 mpg city/34 mpg combined.** EPA estimates with 1.6 litre engine and 4-speed manual transmission. California EPA estimates are 36 mpg hwy/27 mpg city/30 mpg combined. Your mileage depends on how you drive, your car's condition, where you drive, and your car's available equipment.

**SEE WHAT'S NEW TODAY
IN A CHEVROLET.**

Chevrolet

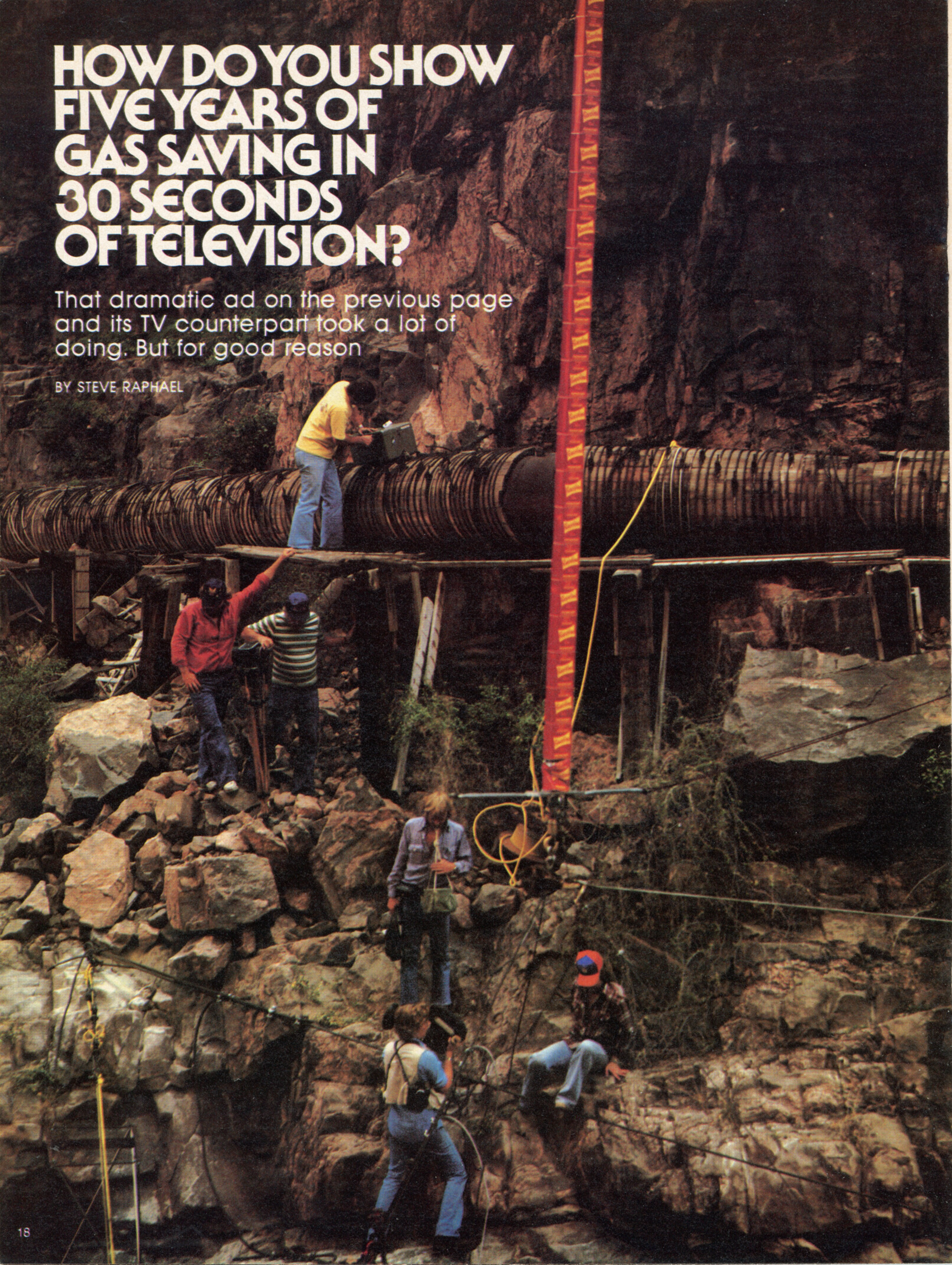
GM

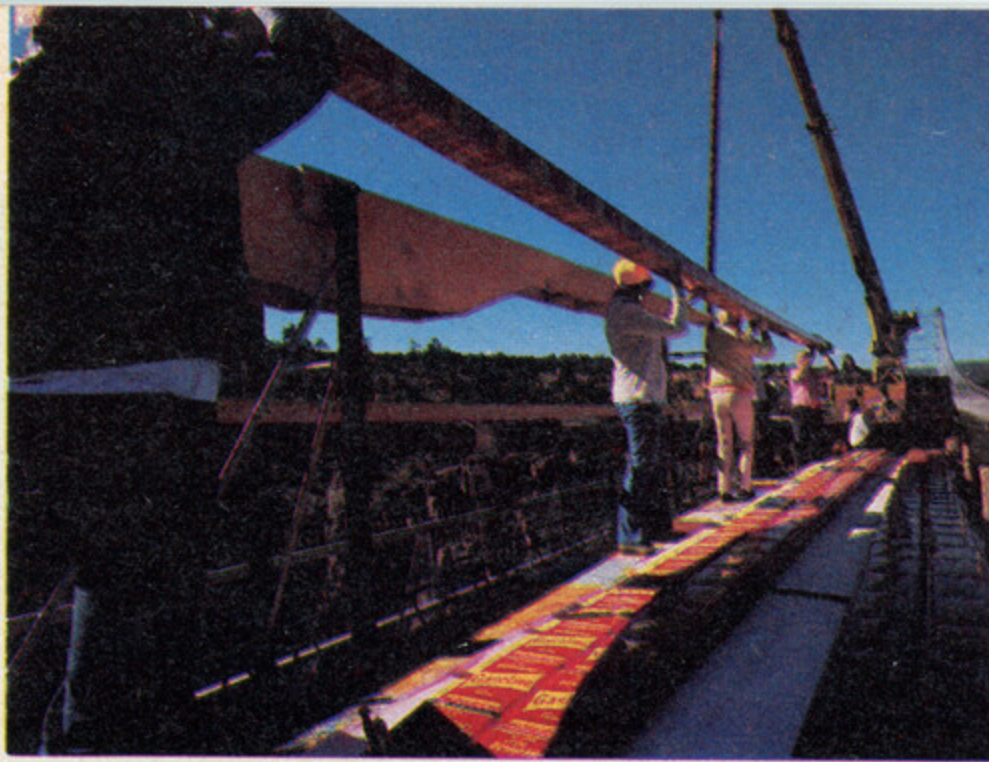
SALES & LEASING

HOW DO YOU SHOW FIVE YEARS OF GAS SAVING IN 30 SECONDS OF TELEVISION?

That dramatic ad on the previous page and its TV counterpart took a lot of doing. But for good reason

BY STEVE RAPHAEL





Men move the gas-can modules to the crane.

Everyone wants to save gasoline and everyone wants to save money. Chevrolet's subcompact Chevette offers the car owner a chance to do both. So to publicize this double saving, Chevrolet decided to make that point dramatically.

Chevrolet and its advertising agency, Campbell-Ewald, came up with an innovative idea. They decided to string together 1,765 empty gasoline cans from the top to the bottom of Royal Gorge in Canon City, Colorado.

Those cans represented the number of gallons of gasoline a Chevette owner might save over a five-year period compared to a national gas consumption average of many larger cars, also over a five-year period. The ad explains the facts compared.

"We wanted to demonstrate to people who do not own a Chevette why it's a car they ought to consider for today's conditions," said Tom Staudt, director of marketing for Chevrolet.

Someone figured out that 1,765 gallon gas cans, stacked one-on-one, would measure out to be the approximate depth of the gorge. An idea was born: Why not stretch those empty gallon cans from the top to the bottom of the gorge?

Royal Gorge is a breathtaking canyon located on the Arkansas River in South Central Colorado. Although approximately 1,000 feet high, the gorge in many spots is only 30 feet wide.

The world's highest suspension bridge which reaches 1,053 feet above the gorge bottom was built in 1929.

The bridge was preceded by a railroad built on the gorge floor. In some spots a train even runs on an incline.

Building a railroad in a virtually impassable spot probably seemed easier to Bill Frick than stringing a

bunch of gasoline cans from the top of the gorge to its bottom.

Frick, 61, a self-described jack-of-all-trades who specializes and revels in putting together complex projects, was asked by Campbell-Ewald to do the impossible.

Frick began pondering solutions last June and, subsequently, made two scouting trips to the gorge to get an idea of just what he had to do. What evolved was a system that was one part Rube Goldberg and two parts Sir Isaac Newton.

WINDS ARE A BIG OBSTACLE

Strong winds common to the gorge were a main obstacle to overcome. At any time the winds could lash out, sending the cans tumbling to the gorge's bottom.

Frick decided to construct 37-can modules, each module a bit over 29 feet long, as a way to insure some stability against wind. Cans in each module were fastened together by cable $\frac{5}{16}$ of an inch thick. Nearly 2,000 feet of cable were eventually used.

Workers in Canon City punched holes through the cans so the cable could be threaded through them. The cans were further secured to one another by soldering. Then the modules were fastened together by turnbuckles hidden from view inside connecting cans.

Once the modules were assembled, they were laid horizontally on a flat-bottom and hauled to the gorge. Waiting for the cans was a towering hydraulic boom-crane nearly 40 feet high. Workers lifted each module onto the crane. Then, acting much like a seesaw, the crane lifted each module off the ground and placed it vertically over the side of the bridge.

A shelf bracket or pickle fork supported each module once it was

continued



Winch kept the cans taut while a camera crew filmed some of the action.

Huge crane helps hold the string of cans. The bridge's flexible design easily accommodated the wind's strong pulling force.

Gas saving is only one reason for Chevette's surging sales

placed over the bridge side. Made of metal, the fork was fastened to a bridge support and extended horizontally outward from the bridge.

THE BRIDGE TILTS A FOOT

Meanwhile, a winch was constructed at the bottom of the gorge. The winch exerted a downward pull on the modules, kept them straight and wind-resistant as they were piggy-backed together.

Frick said the 12,000-pound downward pull of the cable actually tilted the bridge about a foot during the project. (However, this was not a problem for the bridge itself, since its design allows an approximate three-foot movement for wind force.)

People operating the winch used walkie-talkies for contact with the people at the top of the bridge.

Finally, the last module was connected to the bridge, and the cans were in place. It took one-and-a-half days to stretch the cans from the top to the bottom of the gorge.

Problems were slight. High winds never materialized while the cans were in place. The winch did malfunction temporarily, causing a delay.

A surveyor told Frick that the length from the bridge to the cans' positioning point at the gorge bottom was only 930 feet, resulting in an excess of gasoline cans. So the ad people placed the remaining cans on top of the bridge surrounding the Chevette.

Once filming began, it was up to a helicopter pilot to do some phenomenal flying so the cameraman could get the proper close-up shots of the cans, the Chevette, and the beautiful scenery of the gorge. Canon City resi-



The daring of the helicopter pilot insured that viewers would see a breathtaking spectacular.



Rigid brackets were fastened to the bridge to help support the gas cans.

dents received the cans as souvenirs. Everything turned out well, as the print ad and the TV commercial testify.

A lot of time and effort went into the project, but no one is complaining. In fact, the TV commercial was shot a second time—with fewer cans surrounding the car—for California showing. This is because California EPA estimates for Chevette are lower, as the ad points out.

CHEVETTE OFFERS MORE THAN GAS SAVING

But there's much more to the sub-compact Chevette this year than just gas saving. To start, the '78 2-door Chevette hatchback offers a decrease in price and an increase in value.

It has 18 standard features not standard on the '77 model, including Delco AM radio, white-stripe tires, 1.6-litre engine, bumper rub strips, swing-out rear windows, and more.

At the same time, based on a comparison of manufacturer's suggested retail prices, the price of the '78 2-door hatchback is much below what last year's model would have been with the same equipment.

And for '78, there's a brand-new Chevette, too. It's a 4-door hatchback with all the new standard features, except swing-out rear windows.

Also for '78, there's a Scooter 2-door model that does not have all the new standard items.

Value features of all three models include a four-foot-wide rear hatch, front disc brakes, Delco Freedom battery that never needs refilling, long-recommended service intervals, and the extensive Chevrolet dealer organization from coast to coast.

Buyers obviously are happy with the '78 Chevette offerings. Sales for the line are up dramatically this year compared to '77—an increase of 140% in the first two months alone since the fall introduction. □

FIVE NEW CHEVROLET T-SHIRTS NOW AVAILABLE TO FRIENDS READERS



Order your new Chevrolet T-shirts now...

Five (5) exciting and different t-shirt versions each made of 50% cotton and 50% polyester and decorated with bright colorful designs: 1. Z28. 2. Now that's more like it. 3. Corvette.

4. Chevy Chevette "It'll drive you happy," and 5. MMMMonza. Available in children and adult sizes.

MAIL ORDER FORM TO:
CHEVROLET NEW (5) T-SHIRT OFFER
1815 Fisher Building
Detroit, Michigan 48202

Make checks payable to: Trimedia Marketing, Inc.

Please send me the following Chevrolet T-shirts @ \$3.95 each; four or more \$3.25 each. (Michigan residents add 4% Sales Tax.) I enclose a check or money order made out to Trimedia Marketing, Inc. (Sorry, no C.O.D.'s)

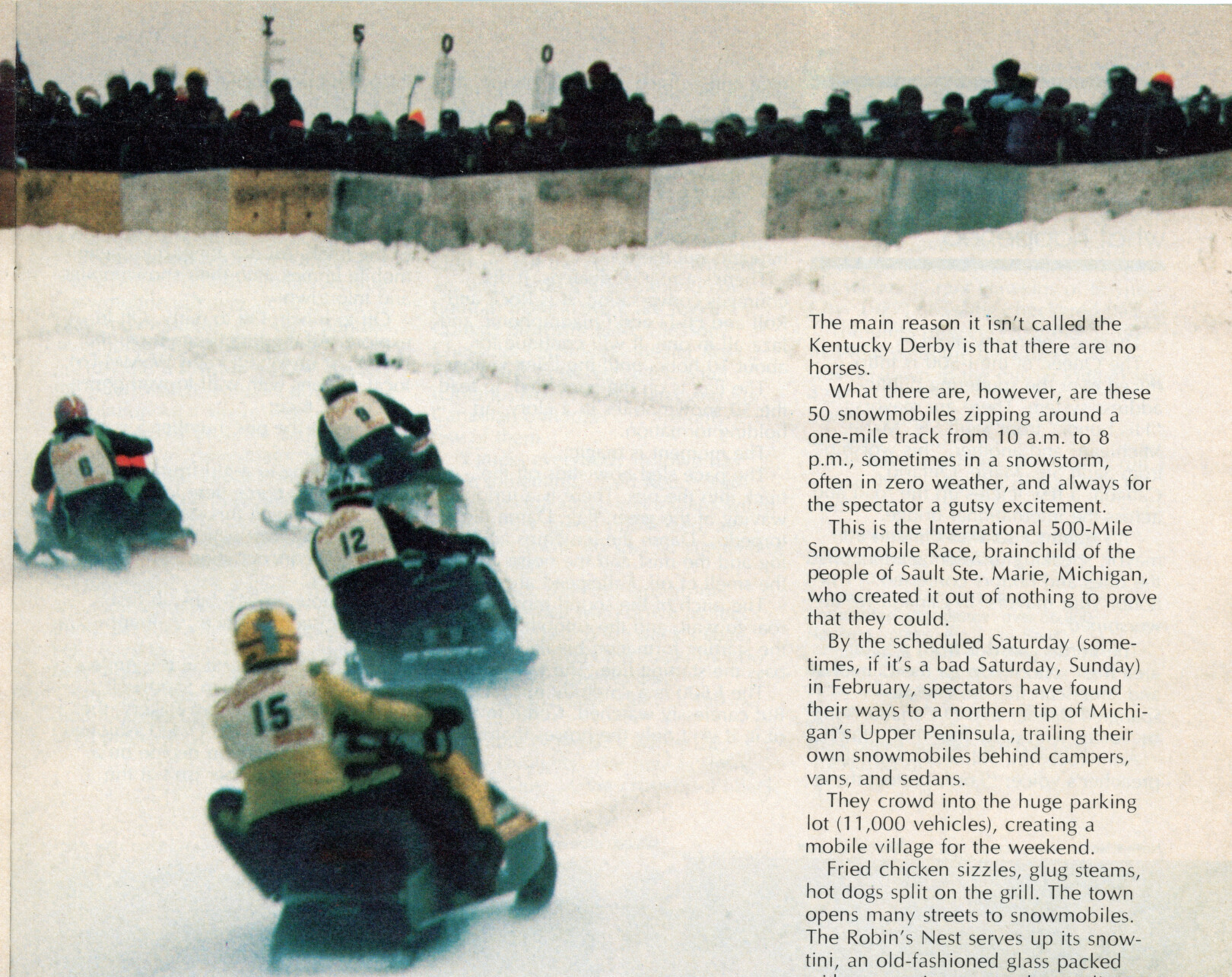
Item No.	T-Shirt Description	Quantity & Size	Total Pcs.
1.	Z28	Adult XL ___ L ___ M ___ S ___ Child L ___ M ___ S ___	
2.	Now that's more like it.	Adult XL ___ L ___ M ___ S ___ Child L ___ M ___ S ___	
3.	Corvette	Adult XL ___ L ___ M ___ S ___ Child L ___ M ___ S ___	
4.	Chevy Chevette	Adult XL ___ L ___ M ___ S ___ Child L ___ M ___ S ___	
5.	MMMMonza	Adult XL ___ L ___ M ___ S ___ Child L ___ M ___ S ___	
Add: Shipping & Handling Charges \$.25 per order.			\$.25
(PLEASE PRINT OR TYPE) TOTAL			\$
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Telephone No.: () _____			
Please allow 2 to 3 weeks for delivery. For Rush orders call (313) 875-7818.			



GENTLEMEN, START

There's a deafening roar. It's Rock and Roll and Hi-Fi and Quadraphonic and Jazz all in one. The International 500-Mile Snowmobile Race is on

TEXT BY WILLIAM T. RABE/PHOTOS BY CHUCK TERNES



The main reason it isn't called the Kentucky Derby is that there are no horses.

What there are, however, are these 50 snowmobiles zipping around a one-mile track from 10 a.m. to 8 p.m., sometimes in a snowstorm, often in zero weather, and always for the spectator a gutsy excitement.

This is the International 500-Mile Snowmobile Race, brainchild of the people of Sault Ste. Marie, Michigan, who created it out of nothing to prove that they could.

By the scheduled Saturday (sometimes, if it's a bad Saturday, Sunday) in February, spectators have found their ways to a northern tip of Michigan's Upper Peninsula, trailing their own snowmobiles behind campers, vans, and sedans.

They crowd into the huge parking lot (11,000 vehicles), creating a mobile village for the weekend.

Fried chicken sizzles, glug steams, hot dogs split on the grill. The town opens many streets to snowmobiles. The Robin's Nest serves up its snowtini, an old-fashioned glass packed with snow, gin, vermouth, an olive, and a few grains of coarse salt "to help you make the grade."

YOUR SNOWMOBILES

Then there's the surge to the track for the 10 a.m. start. Fifty sleds string along the track, with 50 drivers who will start, another large company of co-drivers, mechanics, and officials on the sidelines.

They mill about, men and women in space suits and helmets. They belong in *Star Trek* with Spock, or *Star Wars*. There are big numbers on their clean and tidy—but not for long—machines.

The hoods of some of the machines are up, taking great bites out of mechanics they have already half-swallowed.

continued

"Let's have the biggest and longest and best snowmobile race in the world!" And that's what happened

There is ceremony afoot.

The Queen of the I-500 is introduced over the sputtering public-address system. There are mayors: "His honor" from Sault Ste. Marie, Michigan; and another, "his worship" from Sault Ste. Marie, Ontario, Canada, a few icicles up the road and across the international bridge.

"It's quaint," said an Ontario mayor, speaking to Michiganders of the titles and honors conferred. "You honor your mayors. In Canada we are worshiped."

The honor guard is from a Sault-area high school. Up go the Canadian and American flags to *The Star-Spangled Banner* and *O Canada*, sung by voices with early morning scratch.

An invocation. Stillness—only the preacher's voice: "Lord, protect these

men and women . . ." No routine, this prayer.

Then the focus is from God to man.

"Gentlemen," says the PA, "start your engines."

The voice doesn't add, as it did the first year—1969—"and remember, we aren't responsible for anything that happens out there."

There's a roar. It deafens. It discourages conversation. It is Rock and Roll and Hi-Fi and Quadraphonic and Jazz all in one. It will continue for about 10 hours until the thing is done.

The flag is on the pace sled, to lead the 50 snowmobiles in a glory lap, holding formation.

The moment is magic.

The pace sled now slips off the track into the pits. There is a furious waving of the green flag. Damn the torpedos. Damn the ice chips and the fog and the mist and the noise and the smell of oil. Full speed ahead!

The pitch of the sound moves from roar to wail, and the smooth ranks of the starting formation break, as sleds pass the starting line. The race is on!

The I-500 is a carefully run race. But carelessly watched. Come to think of it, it isn't only the horses that make

the Kentucky Derby different from the I-500.

At Churchill Downs, spectators wander the track and clubhouse to look at horses, buy tickets, and sip juleps.

At the I-500 in the Sault, spectators wander—but they wander in and out of the track. All day long. Into their mobile homes. Into their snowmobiles and into town.

Off to lunch. Off to party. Off to explore. All the time listening to the broadcast on WSOO and WSMM-FM, local stations with wall-to-wall coverage of the race:

"Here in the pits, number 5 is out of the race.

"I'm talking to a girl from Pickford. Why did you come here today?

"Just what is in this stuff you call 'glug'?" (You start with hot spiced wine, and concoct your own variations.)

"And now, at 240 laps, in first place . . . second place . . . fourth . . . seventh . . . tenth."

A litany. You hear it in the Antlers Restaurant, at the Togo Sandwich Shop, at the Karmelkorn Bakery, the Alpha Bar, the Palace Olde Fashioned Saloon . . . and, if you decide on a haircut and the barber isn't at the

Neither winds, snow, or mud stop the determined racer.



Spectators brave the elements to cheer their favorites.

\$25,000 prize money is a mighty lure for competitors.



race, you hear it while he snips your locks.

More than 15,000 crowd the town. But there always seems to be room for more. Some stay across the river in Sault, Ontario. Others camp on the track-grounds. There are happy motel owners all around the area.

People make it a family affair. A frosty picnic. Whole families in blue snowmobile outfits matching their blue snowmobiles, and blue bundles of children with blue lips.

How did a town of 14,000 develop the I-500 which annually doubles the population for a single weekend?

In the mid-sixties, the Sault was in the doldrums. Three major industries had moved out following technological development. Kincheloe Air Force Base was going to close (it finally did in 1977), and there was a lot of sitting around and grumbling.

"Grumble, schmumble," shouted an unknown hero. "Let's do something! Let's have a snowmobile race! Let's have the biggest and longest and best snowmobile race in the world!"

The result was a mighty effort by more than 650 citizens who turned a large piece of city property along the

north end of I-75 into a one-mile oval with banked turns.

It is now fenced, lit, drained, and dotted with press box, time building, infield dining room for the crews, first aid and police station, refreshment stands, parking lots, and rest rooms.

The first general chairman was Jim Hoover, but the names of town leaders who made it possible and continue to make it work are legion: College professor Gale Gleason, Chevrolet-Oldsmobile dealer Ross Roe, Dan Green, Ed Leask, Sault (Ontario) Mayor Alec Harry and his Canadian bulldozer . . . are only a few of them.

"I guess everybody in town has done something," said Roe. "Sign-makers made signs, electricians wired lights, press agents publicized, and those of us with no special talents dug with shovels."

Each race day, the laps go on. Camper parties wind down as spectators move out to the track's edge.

Darkness covers the track, by now white-turned-brown snow.

The lap sign says 450 . . . 460 . . . 470.

The lure of the \$25,000 prize money is mighty. The urge is strong . . . 480 laps . . . the crowd is all back

at trackside. Speeds are up to 120 miles per hour. The ice and mud fly . . . 490 laps.

They're cheering now as leaders pass. Spectators hang on the link chain fence. Sit on snow piles. Stand on camper tops.

Lap 499, and then 500 . . . the TV lights come on, cameras flash . . . and the winner (Grant Hawkins of Boyne City, 1977) takes the checkered flag.

The press presses: How did he do it? What were the hard times? Why was he down in the pits so long at lap 423?

Who really cares about the answers.

We have a winner. The race is run.

And there's the rest of the night to celebrate! □

1978's I-500 SNOWMOBILE RACE

Date: Saturday, February 11, 1978

Start: 10 a.m.

Admission: \$3.50, by button

Anticipated attendance: over 15,000

Housing (motels, etc.): Call Sault

Chamber of Commerce (906-632-3301)

Parking: \$2/car; 50¢/snowmobile

Single unit, campers, etc.: \$5 per day

Double unit, trailer and car: \$6 per day

Food: Available at track

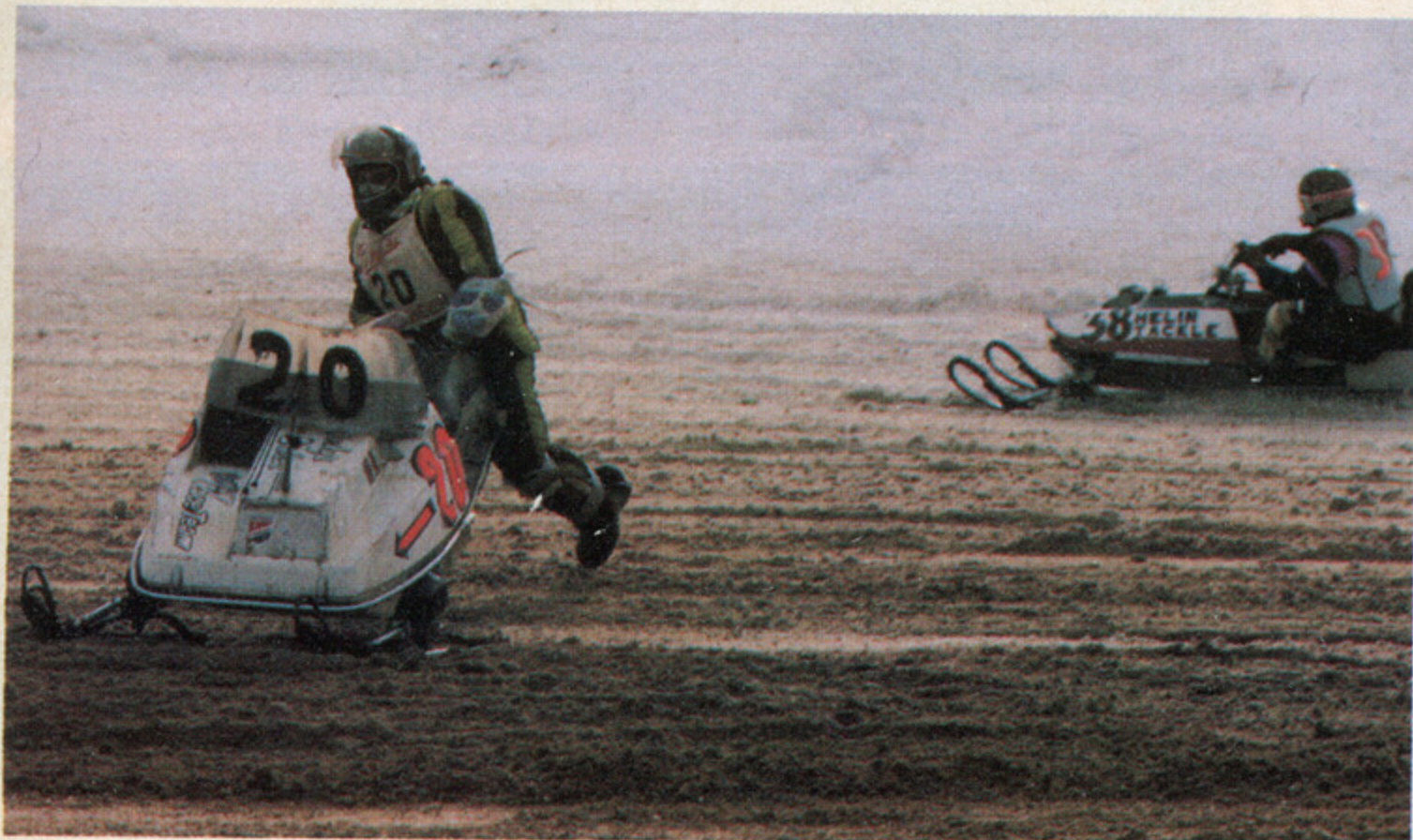
Track phone number: 906-635-1500

(I-500, get it!)

Chevrolets were common carriers of people and paraphernalia.



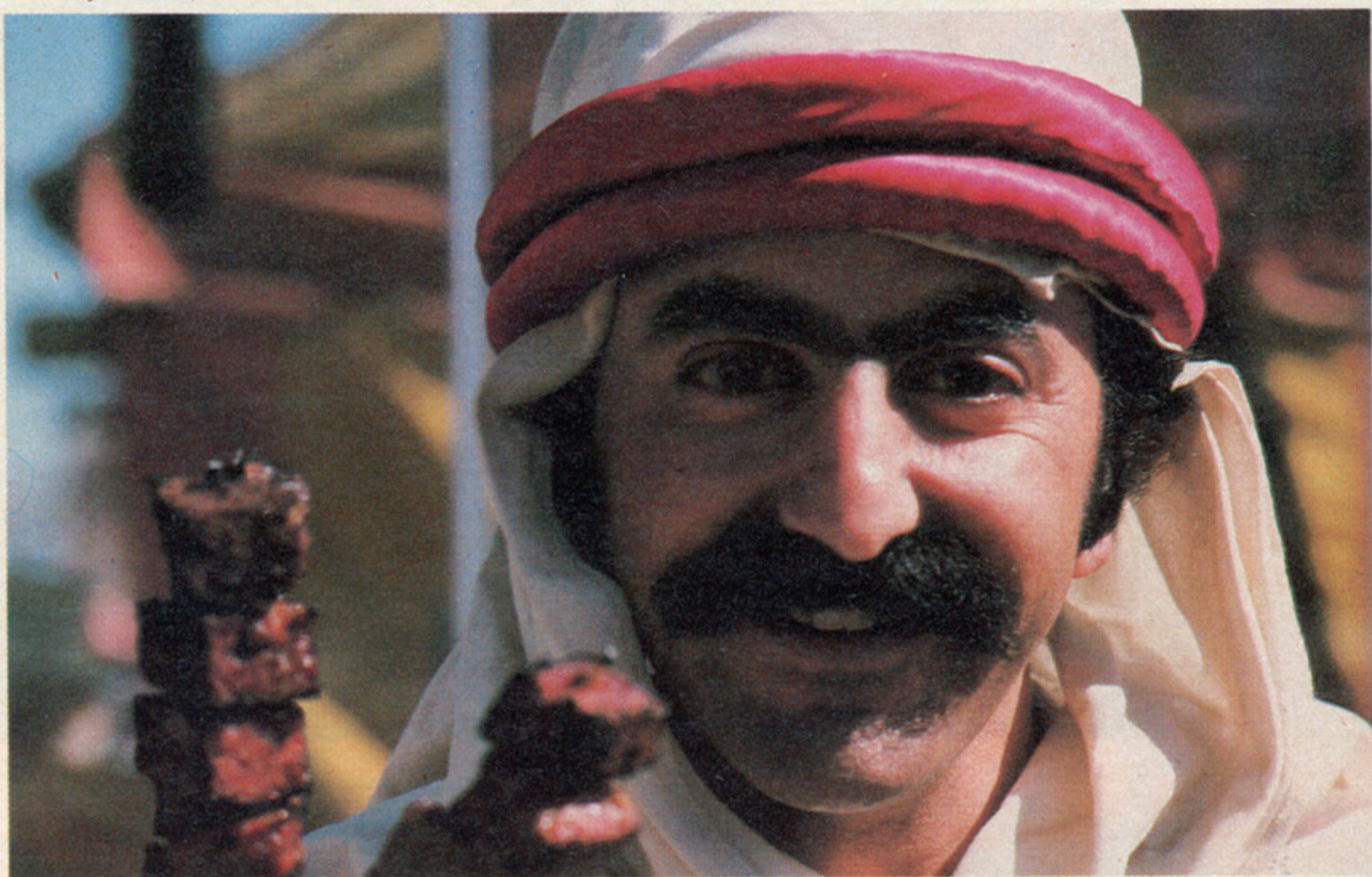
In a scene reminiscent of Indianapolis, a racer makes a pit stop.



The race was particularly tough for this unlucky entrant (left). Grant Hawkins (above) was luckier; he won 1977's event.



Stately date palms are a familiar sight in southern California's Coachella Valley.



Concessionaire, garbed in Arabian costume, hawks a tasty-looking tidbit.



Multi-image photo of Queen Scheherazade's Court of Beauty.



Camel races provide comic relief to intense horse competition.



Magician talks with Aladdin, owner of magic lamp, during show.





ARABIAN NIGHTS CALIFORNIA STYLE

BY ROBERT J. SMITH

There's something for everyone at February's annual date festival in Indio, California

One of Southern California's biggest and most entertaining happenings is Riverside County's National Date Festival held in Indio. The festivities run for 10 days each year and draw visitors and participants from all over the United States. This year, the festival runs from February 17-26.

Indio is located in the heart of the Coachella Valley—America's date-producing capital and world-famous desert winter playground extending from Palm Springs to the Salton Sea. Ninety-five percent of the dates produced in this country are grown here.

Dates antedate the pyramids, and 50 centuries ago the date palm was known as the "Tree of Life." The first date farms that came to this country for extensive commercial production were brought in about the turn of the century.

IDEAL GROWING CONDITIONS

The great combination of soil conditions, ample water, and high summer temperatures makes this area ideal date-growing country.

No dates produced in the Old World compare with the truly magnificent specimens grown in the Coachella Valley. These dates are pampered beauties. During the grow-

ing and ripening season—from May through September—they are sheltered from the hot sun, insects, and weather while they are watered abundantly. They are picked at the peak of their ripeness—picking usually starts in October and extends through January.

The National Date Festival, held each year in February, celebrates the annual date harvest. In this land of majestic date palms, the magic and color of ancient Baghdad's Thousand and One Nights—with its exciting bazaars, pageantry, sheiks, and harem girls—come to life during the festival days.

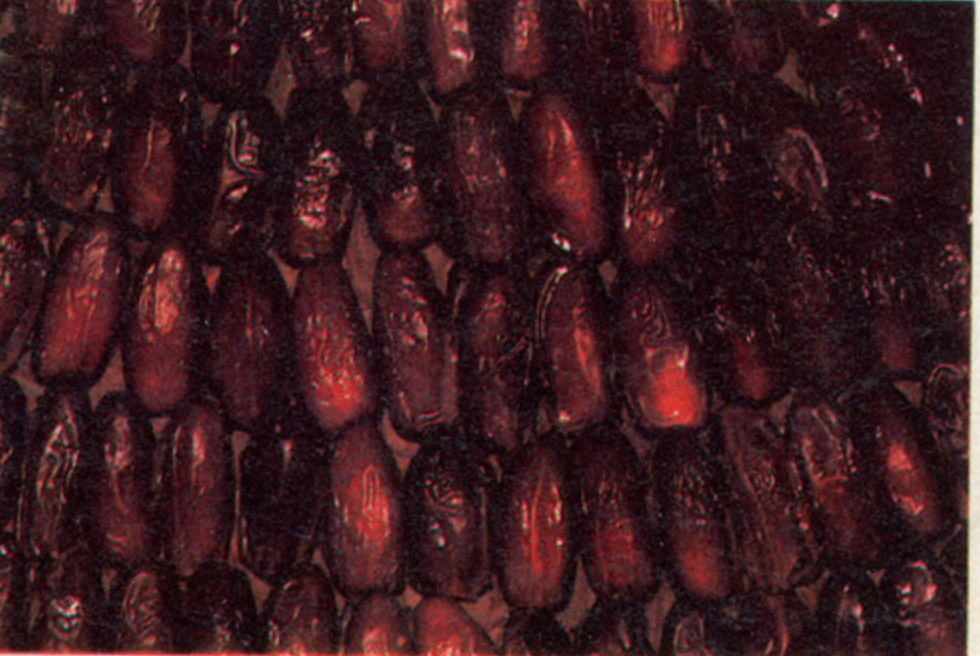
One highlight is the Arabian Nights Pageant, an original story written for the festival. The show is presented under desert stars on an authentic outdoor Arabian stage. There is a performance each evening, and it is free. The cast is made up of talented amateurs from the area, but the lead parts are played by professional actors. Some 100 exotically costumed individuals take part in the colorful pageant.

The Arabian theme is followed

continued



Entertainers wear colorful, exotic Arabian costumes.



Coachella Valley dates are pampered beauties.

Camels and elephants, Bedouins and Scheherazades — they're all part of the Arabian-style fun and festivities



Beautiful Arabian horse with costumed rider.

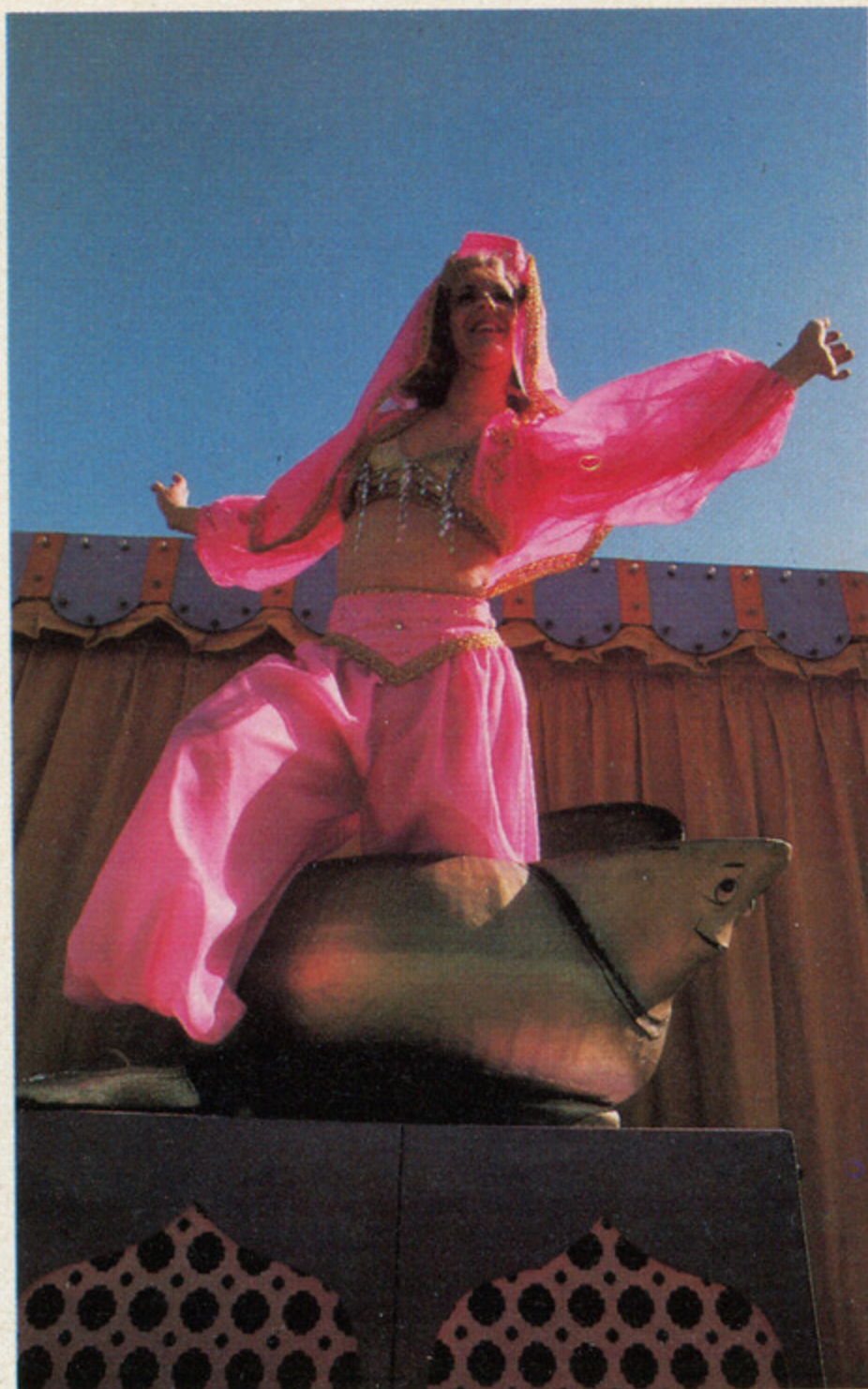
throughout the festival with many attendants, ushers, workers, and concessionaires garbed in Arabian costumes. Each year a beauty queen and her court are chosen from contestants in the area. The young woman is then named "Queen Scheherazade" for the festival's run. Queen Scheherazade and her Court of Beauty reign over the festival.

NATIONAL HORSE SHOW

An outstanding feature of the Date Festival is the National Horse Show. Operated in accordance with the rules of "The American Horse Shows Association," it draws entries from throughout the country.

Five-gaited horses, three-gaited horses, parade horses, fine harness horses, hackneys, and roadsters all are highlights of the show. These beautiful horses give magnificent performances as they are put through their paces.

But the Arabians, the oldest and



A genie springs forth from magic lantern.



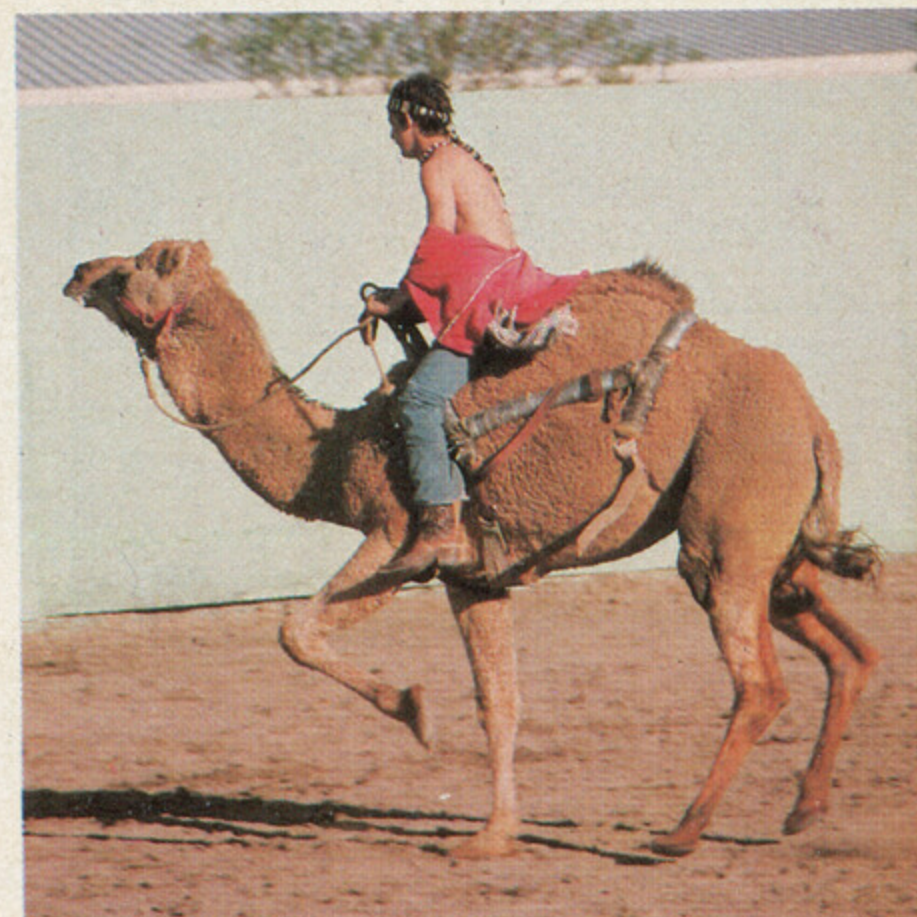
A tense moment—riders await judges' decision.

most beautiful breed of horses in the world, have a tendency to steal the hearts of the spectators. Riders are garbed in colorful Arabian costumes, and horse and rider appear to be animated flashes of color as they move around the ring.

CAMEL AND ELEPHANT RACES

Another facet of the horse show is camel and elephant races. Each of these animals performs in the wildest and funniest races ever seen. The animals and their riders—in most cases rank amateurs—present comic relief to the more intense horse competition.

There are many other highlights and special events throughout the 10-day festival. Outstanding features of this year's National Date Festival include: a Washington's Birthday Arabian street parade; a fiddlers' jamboree; a



Camels are big attractions at festival.

Blue Grass band competition; and banjo, fiddle, and mandolin contest; a salute-to-Mexico day; and exciting free entertainment such as a magic man, a one-man band, and more. A spectacular fireworks and musicale will be held on the final night of the festival.

Hundreds of exhibits and attractions like those found at most county fairs—such as the junior livestock auction, kiddieland rides, handicrafts, and home art exhibits—are also included in the festival. A gem and mineral show is outstanding, as are the date and citrus displays.

Riverside County's 1978 National Date Festival will be held in Indio at the Fairgrounds, Highway 11 and Arabia Street. For additional information contact:

National Date Festival
P. O. Box Drawer NNNN
Indio, California 92201
Phone (714) 342-8247

□

TAILGATE

This department of FRIENDS embodies news, notes, announcements, service tips, letters from readers, bouquets, brickbats, and other items of interest. Address letters to Tailgate Editor, FRIENDS Magazine, 30400 Van Dyke, Warren, MI 48093. Include dealer's name and address when referring to Chevrolet products. Every letter is answered by mail whether published or not, so include full address and zip code. Back issues of FRIENDS are available for 25 cents each to help cover postage and handling.

YOU & YOUR CHEVY

DETENTE BEATS DENTS

by Al Lee

Most of us can live without double-clutching a 75,000-pound truck or straddling a 200-pound motorbike—but on the road we live with those who do.

Sharing the road doesn't have to be a problem, although big rigs and two-wheelers don't share your family car's steering and stopping characteristics. Knowing the differences can lead to peaceful coexistence.

Do you know, for example, whether your car stops faster or slower than most trucks and cycles? You should, to determine a safe following distance.

In general, heavy trucks take longer to stop on dry pavement than cars do. On wet roads or in snow, however, trucks are often able to stop in a shorter space than cars.

Of course, this depends a lot on the tread depth of your tires and theirs. Worn-out tires don't provide high stopping forces under such conditions.

Motorcycles normally cannot stop shorter than cars, even on dry paved streets. Wet roads and gravel or loose road surfaces force the cyclist to take a much longer distance to stop than a car does.

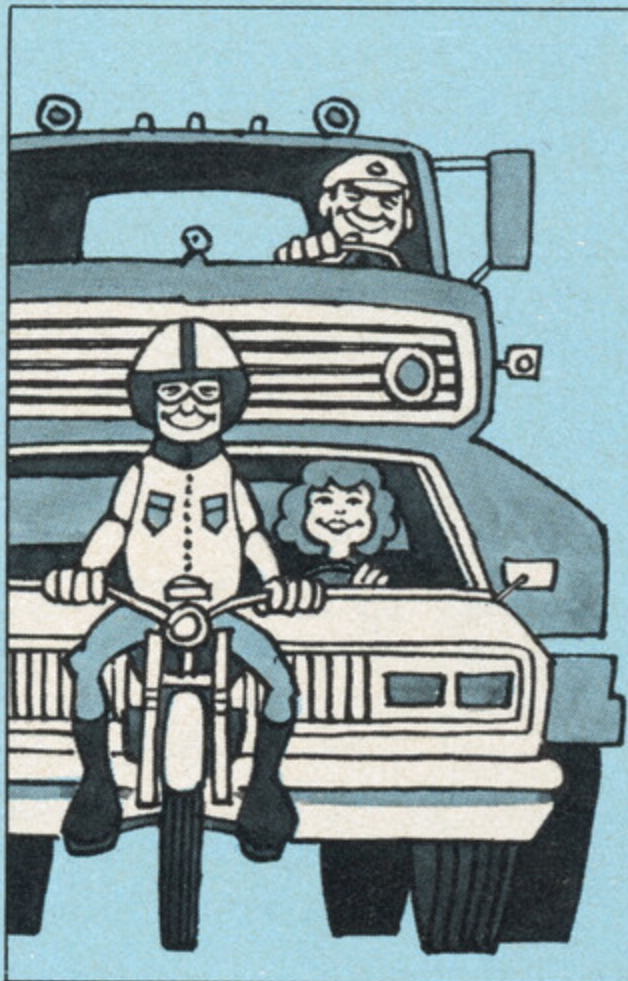
Bikers and truckers navigate differently than car drivers, too. Cyclists normally ride in the far left of the traffic lane, which often annoys car drivers. But riding on the right would allow motorists to attempt to pass without pulling out.

Cyclists know that their safest course is to follow the left tread lane of cars. This gives them better visibility and allows them to be easily seen.

Right turns with trailer-towing trucks are something to behold, and be leery of. The trucker often must turn out, then maneuver a wide arc to miss cars on the opposite street, and yet avoid running over the sidewalk.

Truckers also stick to the center of the road in the city, but their purpose is to leave overhanging street lamps, wires, and trees intact.

Cars are quieter than trucks. Chances are that a trucker can't hear your horn if both of you are moving at highway speeds. When preparing to pass a truck, you can blink your lights instead of leaning on your horn.



When following a truck, don't follow too closely. The cab of the truck is high, the body is wide. Even with big rearview mirrors, if your car hugs the rear of the truck, you are often invisible to the truck driver.

In heavy traffic, with a lot of passing taking place, follow trucks and cycles at an even greater-than-normal distance.

Tailgating a truck is dangerous because it obscures your forward vision. Following a cycle too closely is dangerous because your car hides the cycle from drivers behind you who may want to pass.

Because of their huge size, trucks often seem to be going slower than they actually are. This is especially important to be aware of when turning in front of or passing a big truck.

In general, when sharing the road with big trucks, remember that a truck can't change lanes, turn, or stop as quickly as a passenger car. So always allow big rigs plenty of room to maneuver.

When parking a car, try to get out by the curbside door. At least be certain to check carefully before opening any road-side door.

On a motorcycle, hitting an open car door is about like striking a brick wall with your car. And if it is a truck instead of a cycle, your car door will look like it was hit by a brick wall on wheels.

To keep your car in one piece around trucks, and save your peace of mind around cyclists, it's smart to know and respect the differences.



"You are what you eat.
I eat a lot of
chicken a la king."

SALUTE SALUTE

FRIENDS awards a SALUTE CERTIFICATE to every Chevrolet dealer and member of his staff nominated in a letter from a Chevy owner for exceptional courtesy and service. On behalf of the dealers, FRIENDS extends thanks to all the readers who write to salute a dealer. Following are examples of salutes received recently.

FULLETON CHEVROLET

I would like to salute Roice Fulleton, Fulleton Chevrolet Company, Heppner, Oregon, because I have never before dealt with such an honest, sincere, and conscientious businessman.

Mrs. S. P. Fowler
Walla Walla, Washington

GENE H. WILLIAMS CHEVROLET

Salesman Larry Walton of Gene H. Williams Chevrolet, Moore, Oklahoma, deserves a very outstanding salute. I just bought my first new car, a Chevy Camaro, and he helped make it one of the most exciting days of my life.

Teresa Stout
Choctaw, Oklahoma

HIGGINBOTHAM CHEVROLET

I would like to salute everyone at Higginbotham Chevrolet in New Smyrna Beach, Florida. Good people, good deals, good service. Now *that's* more like it!

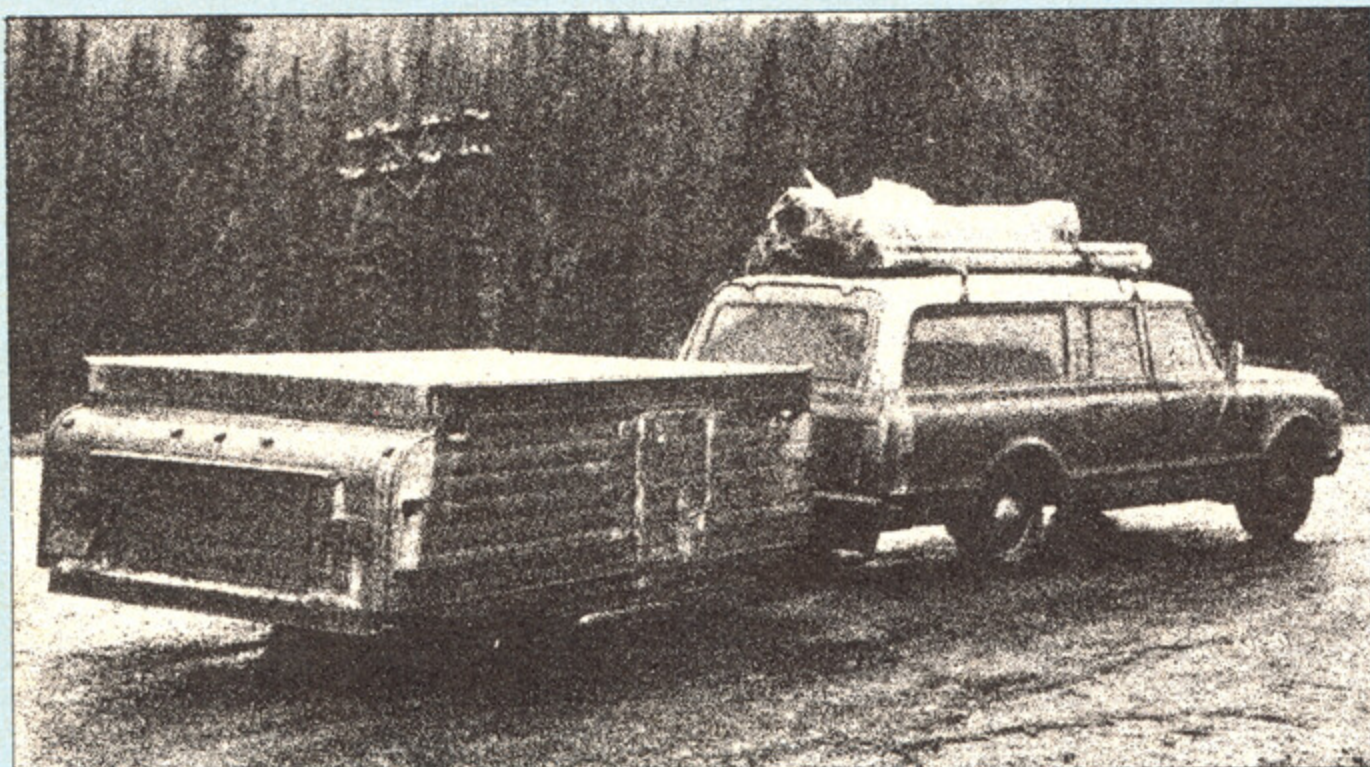
Richard Kinsey
Edgewater, Florida

R & S CHEVROLET

I would like to nominate Robert Shelly of R & S Chevrolet, Middletown, New York, for a salute certificate. He really knows his business.

Raymond Booth
Middletown, New York

TAILGATE



ALASKA BY CHEVY SUBURBAN

by Jo Blahut

Although millions of Americans commute many miles to work, not many are inclined to commute nearly 5,000 miles to build a house.

We did, a typical urbanized couple with two grown children, secure in our Detroit suburban lives. For four consecutive summers, we made the 4,600-mile trip from Roseville, Michigan, to Delta Junction, Alaska, to build a log house for our permanent home in Alaska.

Our 1971 Chevy Suburban pulled a camper trailer and carried us and supplies over one of our nation's most rugged roads—the Alaska Highway (the old Alcan).

Our first trip to Alaska by road began in June of '71. We headed northward, averaging about 600 miles a day, until we reached Dawson Creek, British Columbia, where the Alaska Highway begins.

It took us 12 hours to drive the first 300 miles (it felt more like 1,000!).

At all times, however, we marveled at the wonderland of spectacular scenery, the incredibly long and sparkling lakes, and the lush northland forests.

Altogether, we made two round trips and a one-way return to Alaska in our Suburban.

This wasn't the end of superior service from our Suburban. It continued to transport us faithfully once and twice a

week to our major shopping and business center in Fairbanks—a 200-mile round trip.

In the fall of 1973, my husband returned to Roseville by plane. The rest of us remained behind for the winter.

In June 1974, I flew to Detroit to accompany my husband on our final commute to Delta Junction. This time we drove back a new 1974 Chevrolet Impala station wagon.

Today, we still have our '74 Impala station wagon, because it's too much of a gem to trade.

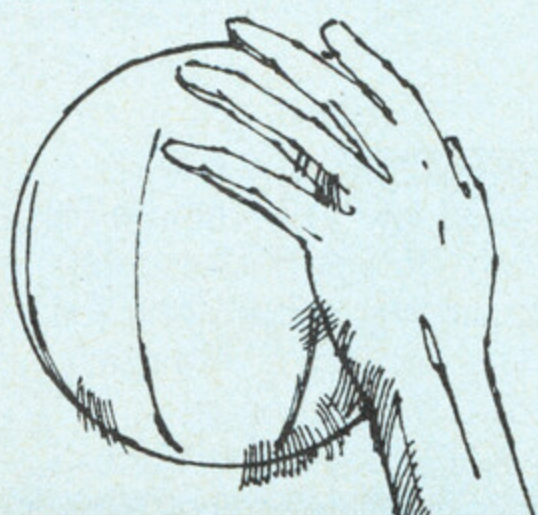
My husband has a small construction firm here in Delta, so he carries tools and building materials in the back. Of course, we still make our weekly 200-mile shopping trips to Fairbanks.

Delta is quite modern. We have our microwaves, color TVs, and even New York high fashions. In winter, we go dancing in our fur parkas and mukluks—and I carry my evening slippers in a bag.

In January of 1974, temperatures reached 78 degrees below zero. In January 1977, they reached 42 above. We always have a few days of 100-degree temperatures in late July or early August.

Land of contrast? You bet! And we love it!

NOTE: The above account is not to say that every Suburban will necessarily perform in the manner described.



NBA ON TV

Be sure to watch Chevrolet-sponsored NBA basketball in February on CBS Sunday-afternoon television. See your local TV listing for game times.

Letters

IT'S A WINNER

I am in the fifth grade at Desert Cove Elementary School in Phoenix, Arizona. We had a motto contest and I won. I got the idea from my dad. My school motto is: "Baseball, hot dogs, apple pie, and Desert Cove."

Brian Beebe
Phoenix, Arizona

Congratulations, Brian, on winning the contest. Your motto sounds vaguely familiar.

MODEL CHEVY CHEVETTE?

My three-year-old nephew is enjoying my new Chevy Chevette almost as much as I am. I think I'm his favorite aunt because of this. My problem is, I have searched high and low for a small model Chevy Chevette to give him, and can't seem to find one. You would make both of us happy if you could tell me where to get one.

Barbara Theriot
St. Martinville, Louisiana

We're sure your favorite aunt status stems from more than just your chauffeuring! You'll be happy to know that MPC-preassembled 1/25th-scale '78 model Chevy Chevette cars can be mail-ordered for \$3 while the supply lasts. Ask for model number 5-7864 (1978 Chevette). The address is:

*Chris Spitzig, MPC-Promotionals
P. O. Box 767, Mt. Clemens, MI 48043*

A LIKELY STORY!

Tell me, now, have you ever known sparrows to build a nest, hatch a family, in zero weather? How would the parent birds pull worms from the frozen earth? See Traveling Nest letter in the TAILGATE pages of November FRIENDS.

Mildred McCurdy
Sheridan, Oregon

You're absolutely right to question this, Mrs. McCurdy. But according to our information, the ground rarely freezes in Bridgewater, Virginia. The average winter temperature is 38 degrees Fahrenheit. Sparrows build nests low—usually in bushes—and lay eggs three or four times a year.

JENNY IS A CAMEL

November FRIENDS has a most intriguing article on Frank Tallman. The photography is magnificent and the contents are very well done. However, there is one glaring blooper in the caption for the air shot on page 20. The plane in the background identified as a Curtiss "Jenny" is really a Sopwith "Camel."

Saul Wolff
Yorktown Heights, New York

You are so right. Several other readers also wrote to tell us the plane is a Sopwith "Camel"—and we appreciate it. Dan Guravich who took the photograph inadvertently mislabeled the "Camel" as a "Jenny." However, the wrong identification should have been caught in our editorial preparation—but obviously wasn't.

IT'S SO NICE

Man, oh man! Your August issue of FRIENDS was a dilly. One of the best!

Joseph Vayner, Sr.
Fulton, New York

Hot ziggety! We love you, too.

GETTING STARTED

If, like Ron, you become hooked on house building in a bottle, you'll probably develop your own procedures and building sequence, but it might be useful to follow his basic rules and formula the first time out.

The number one rule is to start simply. Don't try to duplicate the Victorian mansion as your first project; that may come later, once you've become accustomed to working in such a confined space with minute materials.

Ron also warns against tinted bottles or those that are severely distorted. Designs are nice, but they're awfully hard on the eyes.

While Ron usually works from a plan in his head, often letting the house evolve as he goes, it might be wise to execute a rough sketch before you begin, and think out what sort of support and construction it will require.

Plan ahead very carefully so that you don't run out of space at the top of the bottle. Ron has learned from experience that pre-building outside the bottle doesn't really work, because there is an unevenness in the bottle bottom and other variables that have to be dealt with. A house that is carefully measured and cut outside, then reassembled inside, usually ends up crooked.

Ron begins by securing four foundation cubes to the bottom of the bottle with epoxy. Cross pieces then go on to form a square.

When the glue holding the blocks has dried sufficiently, the modeling clay goes in and is pressed down all around the foundation blocks and under the cross pieces. The clay is then built up to the desired level for landscaping. Rocks and pebbles are lowered in on masking tape and pressed into place.

A subflooring of popsicle sticks goes in next, followed by the uprights for the first floor. Ron cuts an upright to the approximate length from a labeled master, lowers it into place with the needled tool, measures, pulls it out and cuts it to the exact length, measures again, and then makes any further modifications required.

He then applies glue to the piece, lowers it into place, and twists the needle to free it. It can then be nudged into exact position if slightly askew.

Once all of the uprights for the first floor are in place, horizontal pieces for window frames and doors go in. When they are in place, the windows and siding—painted before they go in, of course—finish off the first floor.

Unlike a real house, whose entire framework is built before any single floor is finished, Ron's houses are built in complete stages from the bottom up, because once he starts building at the top, he might not be able to reach his tools and materials down to the lower levels.

Each additional floor is constructed in the same basic manner as the first, though your first project might well be a single-level dwelling. When the top is

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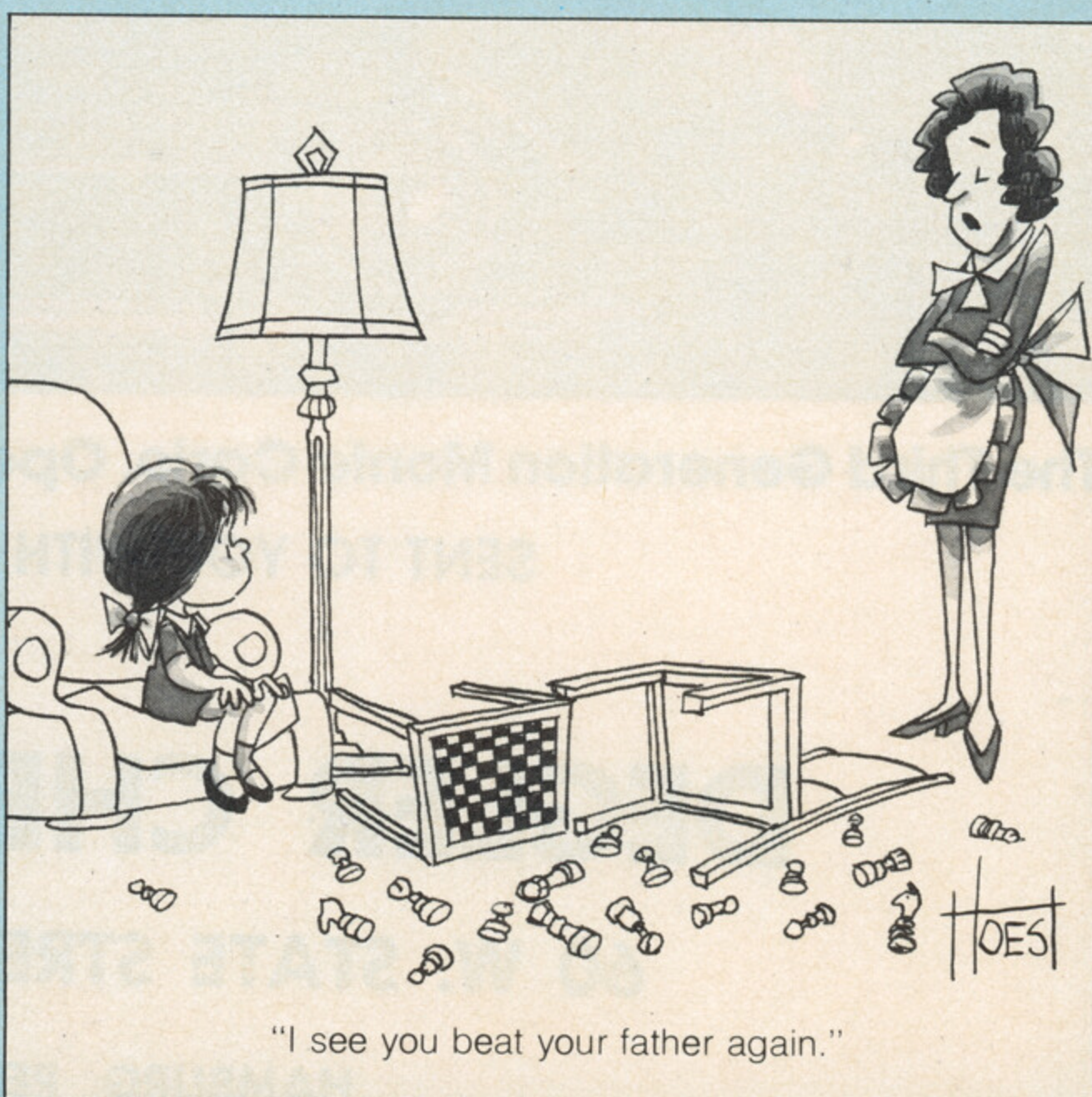
reached, beams are glued into place and are covered by a subroofing of flat sticks.

Ron then cuts tiny rectangular shingles from veneer with an X-acto knife, and then whittles them down at one end on the back to form a wedge shape, so they'll lie easily one on top of another.

Chimneys on some houses will appear only on upper floors and should, of course, be built at that stage. But a full-length chimney, reaching from the ground up, should be erected at the subflooring stage.

As mentioned earlier, materials will vary, but for a used-brick effect, Ron cuts oak into cubes against the grain for a rough texture, paints them with red tempera, then distresses them with black or brown paint.

Depending on the style of house you have chosen, you can add any additional decorative touches you like. Probably, like Ron, you'll let each new project become more imaginative, complicated, and ornate. Once you get the structural basics down, there's no ceiling on what you can build under glass. ☐



"I see you beat your father again."

FRIENDS MAGAZINE

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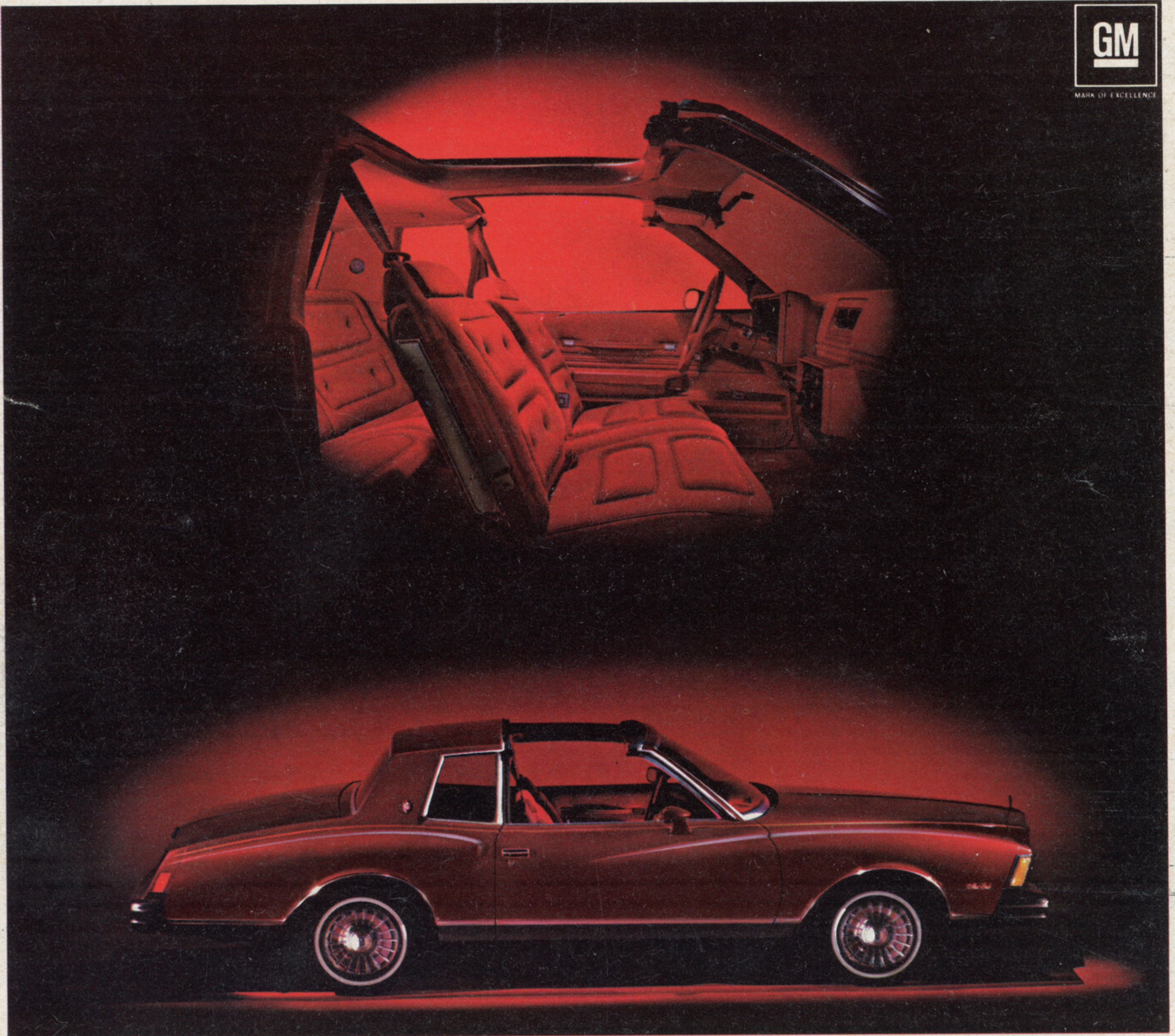
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